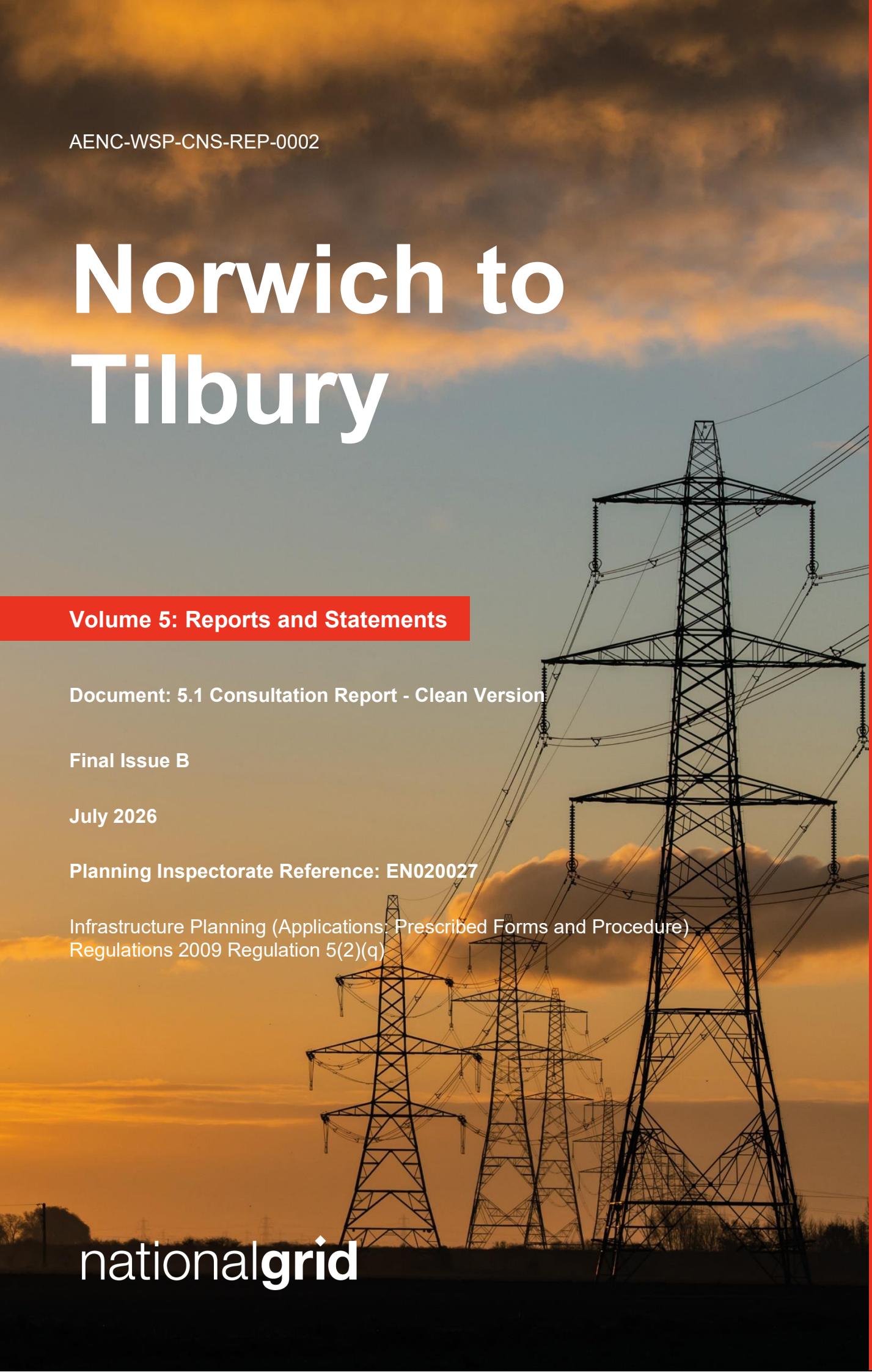
AENC-WSP-CNS-REP-0002

Norwich to Tilbury



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nationalgrid

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Consultation Report Guidance

This Consultation Report has been designed to enable the local community and consultees to find headline issues and information easily within structured chapters and geographical sections of the Project:

For the purposes of the report, the geographical sections of the Project have been abbreviated where relevant as follows:

- No specific location (X)
- South Norfolk (SN)
- Mid Suffolk (MS)
- Babergh, Tendring and Colchester (BTC)
- Braintree (BR)
- Chelmsford (CH)
- Basildon and Brentwood (BB)
- Thurrock (TH)

Responses to feedback from the 2024 statutory consultation can be found in Section 9.6 of the Report.

Responses have been grouped into tables relating to each geographic area (e.g. feedback relating to South Norfolk is in **Table 9.3**, Mid Suffolk is in Table **9.4**).

Responses have been grouped into headline issues in each geographic area for ease of finding specific items (e.g. feedback relating to agricultural impacts in South Norfolk can be found in **Table 9.3** from reference **9.3.1** to **9.3.4**).

The table below details where you can find information about each headline issue raised during the 2024 statutory consultation.

Headline issues raised at 2024 statutory consultation	**Reference numbers relating to each geographical section**							
	X	**SN**	**MS**	**BTC**	**BR**	**CH**	**BB**	**TH**
Agricultural impacts	9-2.1 to 9-2.16	9-3.1 to 9-3.4	9-4.1 to 9-4.2	9-5.1 to 9-5.9	9-6.1 to 9-6.3	9-7.1 to 9-7.2	9-8.1 to 9-8.2	9-9.1 to 9-9.2
Airfields	9-2.17 to 9-2.34	9-3.5 to 9-3.13	9-4.3 to 9-4.10	9-5.10 to 9-5.21	9-6.4 to 9-6.5	9-7.3 to 9-7.5	9-8.3 to 9-8.8	9-9.3

Headline issues raised at 2024 statutory consultation	Reference numbers relating to each geographical section							
	X	SN	MS	BTC	BR	CH	BB	TH
Community / Social impact	9-2.35 to 9-2.86	9-3.14 to 9-3.29	9-4.11 to 9-4.28	9-5.22 to 9-5.53	9-6.6 to 9-6.20	9-7.6 to 9-7.26	9-8.9 to 9-8.20	9-9.4 to 9-9.13
Consultation	9-2.245 to 9-2.723	9-3.41 to 9-3.59	9-4.62 to 9-4.96	9-5.110 to 9-5.144	9-6.39 to 9-6.42	9-7.60 to 9-7.83	9-8.39 to 9-8.51	9-9.24 to 9-9.72
Design changes	9-2.724 to 9-2.837	9-3.60 to 9-3.245	9-4.97 to 9-4.286	9-5.145 to 9-5.514	9-6.43 to 9-6.141	9-7.84 to 9-7.281	9-8.52 to 9-8.136	9-9.73 to 9-9.137
Economic / Employment impact	9-2.838 to 9-2.846	9-3.246	9-4.287 to 9-4.288	9-5.516 to 9-5.517	9-6.142 to 9-6.144	9-7.282 to 9-7.284	9-8.137 to 9-8.138	9-9.138 to 9-9.142
Environmental impact	9-2.847 to 9-2.939	9-3.247 to 9-3.263	9-4.289 to 9-4.311	9-5.518 to 9-5.546	9-6.145 to 9-6.157	9-7.285 to 9-7.305	9-8.139 to 9-8.151	9-9.143 to 9-9.150
Financial compensation	9-2.940 to 9-2.963	9-3.264 to 9-3.267	9-4.312 to 9-4.314	9-5.547 to 9-5.551	9-6.158 to 9-6.160	9-7.306 to 9-7.309	9-8.152 to 9-8.154	9-9.151 to 9-9.153
Health, safety & wellbeing	9-2.964 to 9-2.1021	9-3.268 to 9-3.272	9-4.315 to 9-4.319	9-5.552 to 9-5.560	9-6.161 to 9-6.163	9-7.310 to 9-7.317	9-8.155 to 9-8.157	9-9.154 to 9-9.160
Heritage	9-2.1022 to 9-2.1156	9-3.273 to 9-3.275	9-4.320 to 9-4.334	9-5.561 to 9-5.575	9-6.164 to 9-6.168	9-7.318 to 9-7.335	9-8.158 to 9-8.160	9-9.161 to 9-9.163
Mitigation	9-2.1159 to 9-2.1174	9-3.279 to 9-3.280	9-4.340 to 9-4.342	9-5.580 to 9-5.585	9-6.170 to 9-6.173	9-7.337 to 9-7.338	9-8.162 to 9-8.164	9-9.164
PROW (Public Rights of Way)	9-2.1260 to 9-2.1272	9-3.282 to 9-3.283	9-4.344 to 9-4.349	9-5.632 to 9-5.636	9-6.176 to 9-6.177	9-7.344	9-8.166	9-9.167

Headline issues raised at 2024 statutory consultation	Reference numbers relating to each geographical section							
	X	SN	MS	BTC	BR	CH	BB	TH
Requests	9-2.1274 to 9-2.1467	9-3.284 to 9-3.292	9-4.350 to 9-4.352	9-5.637 to 9-5.652	9-6.178 to 9-6.183	9-7.345 to 9-7.349	9-8.167 to 9-8.171	9-9.168 to 9-9.171
Tourism	9-2.1505 to 9-2.1506	9-3.294	9-4.354	9-5.658	9-6.184	9-7.350	9-8.172	9-9.172
Visual Impact	9-2.1507 to 9-2.1631	9-3.295 to 9-3.299	9-4.355 to 9-4.360	9-5.659 to 9-5.672	9-6.185 to 9-6.188	9-7.351 to 9-7.365	9-8.173 to 9-8.175	9-9.173 to 9-9.174
Wildlife / Ecology impact	9-2.1636 to 9-2.1762	9-3.345 to 9-3.364	9-4.376 to 9-4.403	9-5.673 to 9-5.712	9-6.189 to 9-6.200	9-7.366 to 9-7.383	9-8.176 to 9-8.186	9-9.175 to 9-9.186

Responses to feedback from the 2025 targeted consultations can be found in Section 10.9 of this report.

Responses have been grouped into tables relating to each geographic area (e.g. feedback relating to South Norfolk is in **Table 10.22**, Mid Suffolk is in **Table 10.27**) and also into each location reference (e.g. feedback relating to Norfolk 1 can be found in **Table 10.23**, Norfolk 2 is in **Table 10.24**).

Responses have been grouped into headline issues in each geographic area for ease of finding specific items (e.g. feedback relating to airfields in South Norfolk can be found in **Table 10.22** from reference 10-22.2 to 10-22.16).

The table below details where you can find information about each headline issue raised during the 2025 targeted consultations.

Headline issues raised at 2025 targeted consultations	Reference numbers relating to each geographical section							
	X	SN	MS	BTC	BR	CH	BB	TH
Agricultural impacts	10-21.1 to 10-21.2	10-22.1	10-27.1	10-34.1 to 10-34.2	10-39.1	10-42.1	10-46.1	10-51.1
Airfields	10-21.3 to 10-21.5	10-22.2 to	10-27.2 to	10-34.3 to 10-34.4	None	10-42.2	10-46.2	None

Headline issues raised at 2025 targeted consultations	Reference numbers relating to each geographical section							
	X	SN	MS	BTC	BR	CH	BB	TH
		10-22.16	10-27.3					
Community / Social impact	10-21.6 to 10-21.18	10-22.17 to 10-22.26	10-27.4 to 10-27.13	10-34.5 to 10-34.18	10-39.2 to 10-39.8	10-42.3 to 10-42.14	10-46.3 to 10-46.13	10-51.2 to 10-51.7
Construction impacts	10-21.19 to 10-21.25	10-22.27 to 10-22.31	10-27.14 to 10-27.18	10-34.19 to 10-34.24	10-39.9 to 10-39.13	10-42.15 to 10-42.21	10-46.14 to 10-46.18	10-51.8 to 10-51.10
Consultation	10-21.26 to 10-21.132	10-22.32 to 10-22.36	10-27.19 to 10-27.23	10-34.25 to 10-34.27	10-39.14 to 10-39.15	10-42.22 to 10-42.27	10-46.19	10-51.11 to 10-51.14
Design changes	10-21.133 to 10-21.155	10-22.37 to 10-22.69	10-27.24 to 10-27.47	10-34.28 to 10-34.66	10-39.16 to 10-39.21	10-42.28 to 10-42.65	10-46.20 to 10-46.26	10-51.15 to 10-51.22
Economic / Employment impact	10-21.156 to 10-21.158	10-22.70	10-27.48 to 10-27.50	10-34.67	10-39.22	10-42.66	10-46.27	10-51.23
Environmental Impact	10-21.159 to 10-21.171	10-22.71 to 10-22.79	10-27.51 to 10-27.58	10-34.68 to 10-34.75	10-39.23 to 10-39.25	10-42.67 to 10-42.72	10-46.28 to 10-46.33	10-51.24 to 10-51.29
Financial compensation	10-21.172 to 10-21.176	10-22.80 to 10-22.82	10-27.59 to 10-27.60	10-34.76 to 10-34.77	10-39.26 to 10-39.28	10-42.73 to 10-42.75	10-46.34 to 10-46.35	10-51.30 to 10-51.32

Headline issues raised at 2025 targeted consultations	Reference numbers relating to each geographical section							
	X	SN	MS	BTC	BR	CH	BB	TH
Health, safety & wellbeing	10-21.177 to 10-21.196	10-22.83 to 10-22.85	10-27.61 to 10-27.63	10-34.78 to 10-34.80	10-39.29 to 10-39.30	10-42.76 to 10-42.77	10-46.36 to 10-46.37	10-51.33
Heritage	10-21.197 to 10-21.198	10-22.86 to 10-22.87	10-27.64 to 10-27.69	10-34.81 to 10-34.83	10-39.31 to 10-39.32	10-42.78 to 10-42.81	10-46.38	10-51.34 to 10-51.35
Mitigation	10-21.202 to 10-21.203	10-22.88	10-27.70 to 10-27.71	10-34.84	10-39.33	10-42.82	10-46.39	10-51.36
National Landscape (AONB)	None	None	None	10-34.85 to 10-34.89	None	None	None	None
Primary Access Routes / Haul Road / Construction Compounds	10-21.207	None	None	10-34.90	None	10-42.83	None	None
Project Finance / Costs	None	None	None	10-34.91	None	None	None	None
PROW (Public Rights of Way)	10-21.221 to 10-21.222	10-22.89	10-27.72	10-34.92	10-39.34	10-42.84	10-46.40	10-51.37
Requests	10-21.223 to 10-21.239	10-22.90	10-27.73 to 10-27.75	10-34.93 to 10-34.95	10-39.35 to 10-39.36	10-42.85	10-46.41	10-51.38 to 10-51.39
Substation	None	None	None	10-34.96 to 10-34.97	None	None	None	None

Headline issues raised at 2025 targeted consultations	Reference numbers relating to each geographical section							
	X	SN	MS	BTC	BR	CH	BB	TH
Technology / Operations	None	None	None	10-34.98	None	None	None	None
Tourism	10-21.252	10-22.91	10-27.76	10-34.99	10-39.37	10-42.86	None	10-51.40
Visual Impact	10-21.253 to 10-21.255	10-22.92	10-27.77 to 10-27.78	10-34.100 to 10-34.102	10-39.38 to 10-39.39	10-42.87 to 10-42.91	10-46.42	10-51.41
Wildlife / Ecology impact	10-21.256 to 10-21.268	10-22.95 to 10-22.105	10-27.79 to 10-27.86	10-34.103 to 10-34.116	10-39.40 to 10-39.45	10-42.92 to 10-42.99	10-46.43 to 10-46.46	10-51.42 to 10-51.44

Responses to feedback from the 2025 additional landowner consultation can be found in **Section 11.3** of this report.

Responses have been grouped into tables relating to each geographic area (e.g. feedback relating to South Norfolk is in **Table 11.3**, Mid Suffolk is in **Table 11.4**).

Responses have been grouped into headline issues in each geographic area for ease of finding specific items (e.g. feedback relating to airfields in South Norfolk can be found in **Table 11.3** from reference 11-3.2 to 11-3.6).

The table below details where you can find information about each headline issue raised during the 2025 landowner consultations.

Headline issues raised at 2025 landowner consultation	Page number relating to each geographical section							
	X	SN	MS	BTC	BR	CH	BB	TH
Agricultural impacts	11-2.1 to 11-2.2	11-3.1	11-4.1 to 11-4.2	11-5.1 to 11-5.2	11-6.1	11-7.1	11-8.1 to 11-8.2	11-9.1
Airfields	11-2.3 to 11-2.4	11-3.2 to 11-3.6	11-4.3 to 11-4.5	11-5.3 to 11-5.4	None	11-7.2	11-8.3	None

Headline issues raised at 2025 landowner consultation	Page number relating to each geographical section							
	X	SN	MS	BTC	BR	CH	BB	TH
Community / Social impact	11-2.5 to 11-2.16	11-3.7 to 11-3.13	11-4.6 to 11-4.12	11-5.5 to 11-5.14	11-6.2 to 11-6.8	11-7.3 to 11-7.8	11-8.4 to 11-8.11	11-9.2 to 11-9.6
Consultation	11-2.23 to 11-2.75	11-3.18	11-4.21 to 11-4.23	11-5.25 to 11-5.32	11-6.16 to 11-6.18	11-7.14 to 11-7.15	11-8.15 to 11-8.17	11-9.11
Design changes	11-2.76 to 11-2.94	11-3.19 to 11-3.37	11-4.24 to 11-4.46	11-5.33 to 11-5.69	11-6.19 to 11-6.36	11-7.16 to 11-7.45	11-8.18 to 11-8.29	11-9.12 to 11-9.14
Economic / Employment impact	11-2.95 to 11-2.96	11-3.38	11-4.47	11-5.70	11-6.37	11-7.46	11-8.30	11-9.15
Environmental impact	11-2.97 to 11-2.106	11-3.39 to 11-3.41	11-4.48 to 11-4.51	11-5.71 to 11-5.77	11-6.38 to 11-6.43	11-7.47 to 11-7.51	11-8.31	11-9.16 to 11-9.19
Financial compensation	11-2.107 to 11-2.109	11-3.42 to 11-3.44	11-4.52 to 11-4.54	11-5.78 to 11-5.80	11-6.44 to 11-6.45	11-7.52 to 11-7.54	11-8.32 to 11-8.34	11-9.20 to 11-9.21
Health, safety & wellbeing	11-2.110 to 11-2.113	11-3.45 to 11-3.48	11-4.55 to 11-4.57	11-5.81 to 11-5.82	11-6.46 to 11-6.47	11-7.55 to 11-7.57	11-8.35 to 11-8.36	11-9.22
Heritage	11-2.114 to 11-2.116	11-3.49	11-4.58 to 11-4.59	11-5.83 to 11-5.84	11-6.48	11-7.58 to 11-7.60	11-8.37	11-9.23 to 11-9.24
Mitigation	11.2-117 to 11.2-118	11-3.50	11-4.61	11-5.85	11-6.49	11-7.61	11-8.38	None
PROW (Public Rights of Way)	11-2.122 to 11-2.125	11-3.53	11-4.67	11-5.99	11-6.52	11-7.63	None	11-9.25

Headline issues raised at 2025 landowner consultation	Page number relating to each geographical section							
	X	SN	MS	BTC	BR	CH	BB	TH
Requests	11-2.138 to 11-2.141	11-3.54 to 11-3.56	11-4.68 to 11-4.69	11-5.100 to 11-5.101	11-6.53	11-7.64	11-8.41	11-9.26
Tourism	11-2.150	None	None	None	None	11-7.65	None	None
Visual Impact	11-2.151 to 11-2-152	11-3.57 to 11-3.59	11-4.70 to 11-4.71	11-5.102	11-6.54	11-7.66	11-8.42	11-9.27
Wildlife / Ecology impact	11-2.153 to 11-2.163	11-3.60 to 11-3.62	11-4.72 to 11-4.79	11-5.103 to 11-5.112	11-6.55 to 11-6.60	11-7.67 to 11-7.74	11-8.43 to 11-8.48	11-9.28 to 11-9.30

Consultation

This Consultation Report provides an overview of the non-statutory, statutory, targeted and further landowner consultations undertaken by National Grid in support of the Project.

The table below outlines the consultation periods and who National Grid consulted.

Consultation	Date	Summary	Who National Grid consulted
2022 non-statutory consultation	21 April 2022 to 16 June 2022	Route-wide non-statutory consultation which introduced the Project, explained how National Grid had developed the proposals and sought the views of the public and stakeholders.	• Local community • Persons with an Interest in Land (PILs) • Parish Councils • MPs • Elected representatives in Local Planning Authorities (LPAs) • Seldom heard groups • Local interest groups More information is provided in **Section 5.3** of this report.

Consultation	Date	Summary	Who National Grid consulted
2023 non-statutory consultation	27 June 2023 to 21 August 2023	Route-wide non-statutory consultation which presented a preferred draft alignment which showed potential positions for overhead lines and associated pylons, a centreline for the underground cable sections, Cable Sealing End (CSE) compounds and connection substations. Changes to the Project following feedback from the 2022 non-statutory consultation was presented as part of this.	• Local community • Persons with an Interest in Land (PILs) • Parish Councils • MPs • Elected representatives in Local Planning Authorities (LPAs) • Seldom heard groups • Local interest groups More information is provided in **Section 6.3** of this report.
2024 statutory consultation	10 April 2024 to 26 July 2024	Route-wide statutory consultation which sought views and feedback on the proposed draft Project both as a while and its elements including the preferred draft alignment, new CSE compounds, a new East Anglia Connection Node (EACN) substation, an alternative design at Waveney Valley, substation extension works, and temporary works.	• Prescribed consultees under Section 42(1)(a) and Section 42(1)(aa). More information is provided in **Section 8.4** of this report. • Prescribed consultees under Section 42(1)(b) and Section 43. More information is provided in **Section 8.5** of this report. • Prescribed consultees under Section 42(1)(d). More information is provided in **Section 8.6** of this report. • Persons with an Interest in Land (PILs) under Section 42(1)(d) and Section 44, including Category 1, Category 2 & Category 3 PILs. More information is provided in **Section 8.7** of this report. • Secretary of State under Section 46. More information is provided in **Section 8.8** of this report.

Consultation	Date	Summary	Who National Grid consulted
			• Local community under Section 47. More information is provided in **Section 8.9** of this report.
2025 targeted consultation	30 January 2025 to 3 March 2025 Norfolk and Suffolk targeted non-statutory consultation	Targeted non-statutory consultation which sought feedback on proposed changes to the proposals in Norfolk and Suffolk.	• Local community – bespoke consultation zones were established in Norfolk and Suffolk. More information is provided in **Section 10.5** of this report. • Persons with an interest in land within the draft order limits of the relevant bespoke consultation zones • Parish councils • MPs • Elected representatives in LPAs • Seldom heard groups • Local interest groups More information is provided in **Section 10.5** of this report.
	25 February 2025 to 27 March 2025 Essex and Thurrock targeted non-statutory consultation	Targeted non-statutory consultation which sought feedback on proposed changes to the proposals in Essex and Thurrock.	• Local community – bespoke consultation zones were established in Essex and Thurrock. More information is provided in **Section 10.6** of this report. • Persons with an interest in land within the draft order limits of the relevant bespoke consultation zones • Parish councils • MPs • Elected representatives in LPAs • Seldom heard groups • Local interest groups More information is provided in **Section 10.6** of this report.
	18 March 2025 to 17 April 2025	Targeted statutory consultation which sought feedback on proposed changes to	• Prescribed consultees under Section 42(1)(a) and Section 42(1)(aa).

Consultation	Date	Summary	Who National Grid consulted
	Thurrock 3 statutory consultation	the proposals in Thurrock 3.	• Prescribed consultees under Section 42(1)(b) and Section 43. • Prescribed consultees under Section 42(1)(d). • Persons with an Interest in Land (PILs) under Section 42(1)(d) and Section 44, including Cat 1 & 2 PILS. • Secretary of State under Section 46. • Local community under Section 47. More information is available in **Section 10.7** of this report.
2025 Further landowner consultation	5 June 2025 to 18 July 2025	Further targeted consultation with PILs following certain localised amendments to the design of the Project and in light of ongoing diligent inquiry	PILs under Section 42(1)(d) and Section 44: • Newly identified Category 1 PILs • Newly identified Category 2 PILs More information is available in **Section 11.2** of this report.
	18 June 2025 to 18 July 2025	Further targeted consultation with PILs following certain localised amendments to the design of the Project and in light of ongoing diligent inquiry	PILs under Section 42(1)(d) and Section 44: • Category 1 PILs previously impacted but now impacted differently • Category 2 PILs previously impacted but now impacted differently More information is available in **Section 11.2** of this report.
	10 July 2025 to 22 August 2025	Further targeted consultation with PILs following certain localised amendments to the design of the	PILs under Section 42(1)(d) and Section 44: • Category 3 PILs

Consultation	Date	Summary	Who National Grid consulted
		Project and in light of ongoing diligent inquiry	More information is available in **Section 11.2** of this report.

Structure

At the beginning of this report is the Contents page that helps the reader to familiarise themselves with the structure of the report and directs them to chapters or sections that are relevant to them. The contents table includes chapters, headings, subheadings, and lists of tables, figures and appendices.

Layout

The chapters of this Consultation Report are ordered chronologically which ensures that the information is presented in a logical sequence, making it easy for users to follow the pre-application process.

Headings and subheadings have been used within each chapter to break these down into manageable sections. The hierarchical structure (e.g: 1.1, 1.2, 1.3) allows readers to navigate the content and locate the section they require easily in conjunction with the contents page.

These headings, sub-headings and paragraphs are cross-referenced where required throughout the report. Other documents that form part of the Development Consent Order (DCO) application have also been cross-referenced and links to websites have been kept to a minimum.

Bullet point lists and tables have been used to break up large blocks of text and present information in a logical and structured way. Graphs and maps are used to summarise key data and information in a visual manner.

Formatting

Each chapter and appendix has been given a meaningful title and ‘Arial’ in size 12 has been used to support readability. Clear and simple language has been used to increase the accessibility of this Consultation Report. Where technical terms, abbreviations or acronyms have been used, these have been written and explained in full the first time they have been used in each chapter. There is also a glossary page that explains all acronyms used throughout the report.

Search

This Consultation Report and appendices are available to view online as a PDF document, which can be viewed within web browsers. To find specific issues easily, readers can search keywords, phrases, or locations by using the 'Search' function without having to read through the whole document.

Appendices

The appendices contain supplementary material that supports the main text of this Consultation Report. These are structured chronologically, and readers should refer to these for more in-depth information.

Executive Summary

National Grid Electricity Transmission, referred to as ‘National Grid’ within this report, is developing proposals to upgrade the electricity transmission system in East Anglian between Norwich and Tilbury.

As part of this, National Grid is developing plans comprising a new 400 kilovolt electricity transmission connection to approximately 180 km overall length from Norwich Main Substation to Tilbury Substation via Bramford Substation, a new East Anglia Connection Node (EACN) substation and a new Tilbury North substation.

The Project is defined as a Nationally Significant Infrastructure Project (NSIP), under s14(1)(b) and s16 of the Planning Act (PA) 2008, and as amended by the PA 2008 (Nationally Significant Infrastructure Projects) (Electric Lines) Order 2013, as it involves the installation of a new electric line above ground of more than 2 km, which would operate at 400 kV in England.

The statutory pre-application consultation for this Project and the development of this report have been carried out in accordance with the requirements of the Planning Act (PA) 2008, the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). The non-statutory consultation was also undertaken having regard to these principles

The design of the Project has followed a structured project development process that has integrated technical assessment with stakeholder engagement. Consideration of the feedback received through consultation and wider stakeholder engagement has been a major contributing factor in the development of the Project.

This report details all pre-application consultation for the Project, including both statutory and non-statutory consultation for submission as part of an application for a Development Consent Order (DCO) for the Project.

National Grid undertook ongoing engagement activities with stakeholders throughout the development of the proposed Project including outside of the non-statutory, statutory and targeted consultation periods. This informal or non-statutory engagement was undertaken through various mechanisms to keep key stakeholders informed about the progress of the proposed Project, inform the ongoing design of the proposed Project and enable timely discussions on opportunities and concerns identified.

Chapter 5 of this report provides details of the 2022 non-statutory consultation held from 21 April 2022 to 16 June 2022, including details of the consultation activities undertaken, representation received and National Grid’s response to these representations.

Chapter 6 of this report provides details of the 2023 non-statutory consultation held between 27 June 2023 to 21 August 2023, including details of the consultation activities undertaken, representation received and National Grid’s response to these representations.

Chapters 7-9 of this report provide details of the statutory consultation held between 10 April to 26 July 2024, including details of the consultation activities undertaken, representation received and National Grid’s response to these representations. A total of 12,996 feedback submissions were received during the consultation period from community stakeholders and consultees,

along with members of the local community. This comprised of 2,310 feedback questionnaires (433 paper copies and 1,877 submitted online), 6,499 emails sent to the Project inbox, and 4,187 letters (including 4,099 slips of the same feedback).

This report also provides details on the targeted consultations which took place between January 2025 and April 2025, and the further landowner consultation took place between June 2025 and August 2025. A total of 900 feedback submissions were received across the targeted consultation periods from local communities, stakeholders and other consultees. A total of 442 feedback submissions were received from landowners during the further landowner consultation. This report provides details on the ongoing engagement with landowners.

Over the course of the consultations undertaken since 2022, numerous changes to the design were proposed by respondents through consultation feedback. Further potential changes arose as a result of ongoing environmental and engineering assessment work as the design progressed. The proposed amendments were considered by the Project team and as a result, the design evolved iteratively.

This report explains how National Grid has had regard to the consultation responses received in preparing this application.

1. Introduction

1.1 About National Grid Electricity Transmission

1.1.1 National Grid Electricity Transmission plc sits within the wider National Grid Group; within the Group there are distinctly separate legal entities, each with their individual responsibilities and roles. National Grid Group sit at the heart of Great Britain's energy system, connecting millions of people and businesses to the energy they use every day. The Project is being promoted by National Grid Electricity Transmission.

1.1.2 Note that in this Consultation Report, except when referring specifically to other National Grid Group entities below, the term 'National Grid' is used to refer to National Grid Electricity Transmission.

National Grid Electricity Transmission (National Grid)

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

1.1.4 National Grid, as the regulated provider of electricity transmission services in England and Wales, is regulated by the Office of Gas and Electricity Markets (Ofgem). Transmission services include maintaining reliable electricity supplies and offering to construct new transmission system assets for new connections to the National Electricity Transmission System (NETS).

1.1.5 In accordance with Transmission Licence requirements, National Grid ensures that the transmission system in England and Wales meets the requirements in respect of transmission system security and quality of service at all times. As part of this requirement, National Grid must ensure that sufficient transmission system capability is provided to meet demand and generator customer requirements and wider transmission system needs that exist and/or are expected.

1.1.6 When planning changes to the transmission system, National Grid must be efficient, co-ordinated and economical and have regard to the desirability of preserving amenity, in line with the duties under s9 and s38 of the Electricity Act 1989.

National Energy System Operator (NESO)

1.1.7 The National Energy System Operator (NESO) is the electricity system operator for Great Britain. NESO ensures electricity is always where it is needed, and the transmission network remains stable and secure in its operation.

1.1.8 As of 1 October 2024, NESO became a public body owned by the Department for Energy Security and Net Zero. It was formerly part of National Grid plc and called the Electricity System Operator (ESO).

1.1.9 NESO has been established to act as the independent organisation responsible for planning Great Britain's energy system, looking after and operating the electricity and gas networks while also offering expert advice to the sector's decision-makers.

1.1.10 The National Grid ESO (as it was named) published the Holistic Network Design (HND) report in July 2022 (ESO, 2022a), accompanied by a 'Network Options Assessment (NOA) Refresh' document (ESO, 2022b). The HND sets out a single integrated transmission network design that supports the large-scale delivery of electricity generated from offshore wind, with the NOA Refresh indicating which options are 'HND critical'.

1.1.11 Ofgem (Ofgem, 2022) has subsequently published the Accelerated Strategic Transmission Investment (ASTI) decision, which aims to facilitate the achievement of government targets by streamlining the regulatory approval for the HND critical projects.

1.2 About the Project

1.2.1 The Project is a proposal by National Grid to upgrade the electricity transmission system in East Anglia between Norwich and Tilbury, comprising:

- A new 400 kilovolt (kV) electricity transmission connection of approximately 180 km overall length from Norwich Main Substation to Tilbury Substation via Bramford Substation, a new East Anglia Connection Node (EACN) Substation and a new Tilbury North Substation, including:
- Approximately 159 km of new overhead line supported on approximately 509 pylons, either standard steel lattice pylons (approximately 50 m in height) or low height steel lattice pylons (approximately 40 m in height) and some of which would be gantries (typically up to 15 m in height) within proposed Cable Sealing End (CSE) compounds or existing or proposed substations
- Approximately 21 km of 400 kV underground cabling, some of which would be located through the Dedham Vale National Landscape (an Area of Outstanding Natural Beauty (AONB1)
- Up to seven new CSE compounds (with permanent access) to connect the overhead lines to the underground cables
- Modification works to connect into the existing Norwich Main Substation and a substation extension at the existing Bramford Substation
- A new 400 kV substation on the Tendring Peninsula, referred to as the EACN Substation (with a new permanent access). This is proposed to be an Air Insulated Switchgear (AIS) substation
- A new 400 kV substation to the south of Orsett Golf Course in Essex, referred to as the Tilbury North Substation (with a new permanent access). This is proposed to be a Gas Insulated Switchgear (GIS) substation

[1] National Landscape is the rebranded name of an Area of Outstanding Natural Beauty (AONB) from 22 November 2023

- Modifications to the existing National Grid Electricity Transmission overhead lines to facilitate the connection of the existing network into the new Tilbury North Substation to provide connection to the Tilbury Substation
- Ancillary and/or temporary works associated with the construction of the Project.

1.2.2 In addition, third party utilities diversions and/or modifications would be required to facilitate the construction of the Project. There would also be land required for environmental mitigation and Biodiversity Net Gain (BNG).

1.2.3 As well as the permanent infrastructure, land would also be required temporarily for construction activities including, for example, working areas for construction equipment and machinery, site offices, welfare, storage and temporary construction access.

1.2.4 The Project would be designed, constructed and operated in accordance with applicable health and safety legislation. The Project will need to comply with design safety standards including the Security and Quality of Supply Standard (SQSS), which sets out the criteria and methodology for planning and operating the National Electricity Transmission System (NETS). This informs a suite of National Grid policies and processes, which contain details on design standards required to be met when designing, constructing and operating assets such as those proposed for the Project.

1.3 Summary of Project Development

1.3.1 The design of the Project has followed a structured project development process that has integrated technical assessment with stakeholder engagement. The key stages with the associated key design outcomes and main outputs that forms the design evolution process is set out below.

1.3.2 An indication of the Project timelines through to operation (including the pre-application community consultation) is provided in **Figure 1.1** of this report.

Figure 1.1 **Proposed Project Timeline**

1.4 Legislation and National Policy Context

Planning Act 2008

1.4.1 The Project is defined as a Nationally Significant Infrastructure Project (NSIP), under s14(1)(b) and s16 of the Planning Act (PA) 2008, and as amended by the PA 2008 (Nationally Significant Infrastructure Projects) (Electric Lines) Order 2013, as it involves the installation of a new electric line above ground of more than 2 km, which would operate at 400 kV in England.

1.4.2 For an NSIP, the grant of development consent is required by the making of a DCO under the PA 2008. A DCO may include a range of consents and powers.

1.4.3 The proposed new above ground electricity line would be an NSIP by virtue of the definitions in the PA 2008. Other development, such as underground cables, may be granted development consent as associated development within the meaning of s115 of the PA 2008.

1.4.4 S104(2) of the PA 2008 provides that, in deciding applications for development consent, the Secretary of State (Angela Rayner, July 2024) must have regard to the relevant National Policy Statements (NPSs).

1.4.5 The PA 2008 was amended through the adoption of the Localism Act 2011. Under the Localism Act 2011, the Planning Inspectorate is responsible for the NSIP planning process. The Planning Inspectorate will allocate a panel of examiners (known as the 'Examining Authority') which will examine the DCO application for the Project and make a recommendation to the Secretary of State to either grant or refuse consent.

Electricity Act 1989

1.4.6 Section 9(2) of the Electricity Act 1989 places general duties on National Grid as a licence holder 'to develop and maintain an efficient, co-ordinated and economical system of electricity transmission…'. In addition, s38 and Schedule 9 of the Electricity Act 1989 require National Grid, when formulating proposals for new lines and other works, to:

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

1.4.7 National Grid's Stakeholder, Community and Amenity Policy (National Grid, 2016) sets out how the company will meet the Schedule 9 duty placed upon it by the legislation.

1.4.8 National Grid duties are also determined by the terms of its Transmission Licence. As part of National Grid's Transmission Licence requirements, the transmission infrastructure needs to be capable of providing and maintaining a minimum level of security and quality of supply and of transporting electricity from and to customers. National Grid is required to ensure that the transmission system remains capable as

customer requirements change. The transmission system must accommodate changes in demand, generation, and interconnectors.

1.4.9 National Grid must comply with Standard Condition D3 (Transmission system security standard and quality of service) of its Transmission Licence. This means that where the boundary capacity of the Main Interconnected Transmission System (MITS) is exceeded against the standards, National Grid must resolve the capacity shortfall under the terms of its Transmission Licence. The standards against which National Grid assesses these shortfalls are set out in the 'Design of the Main Interconnected Transmission System' section of the National Electricity Transmission System Security and Quality of Supply Standard (NETS SQSS).

1.4.10 The NETS SQSS also sets out in 'Generation Connection Criteria Applicable to the Onshore Transmission System' that connections to the transmission system must be secured to meet the identified requirements. Where the SQSS applies, the generator(s) are considered part of a 'generation group' for assessment against these criteria.

1.4.11 Generators apply to the National Energy System Operator (NESO) for connections to the NETS in Great Britain. NESO ensures the relevant onshore or offshore transmission owner undertakes generation connection process studies via the relevant process and makes a connection offer to the customer for a connection point and identifies the relevant infrastructure work needed to make the connection. Once this offer is signed the connection is recorded on the Transmission Entry Capacity (TEC) Register and forms a contractually binding connection location and timescale within which the transmission owner, such as National Grid, is required to connect the generation customer or undertake the works to facilitate their connection.

The Planning and Infrastructure Bill

1.4.12 The Planning and Infrastructure Bill is central to the government's plan to get Britain building again and deliver economic growth. The Bill will speed up and streamline the delivery of new homes and critical infrastructure, supporting delivery of the government's Plan for Change milestones of building 1.5 million safe and decent homes in England and fast-tracking 150 planning decisions on major economic infrastructure projects by the end of this Parliament. It will also support delivery of the government's Clean Power 2030 target by ensuring that key clean energy projects are built as quickly as possible.

National Planning Policy

1.4.13 NPSs are produced by the government through a parliamentary approval process, and they present the planning policy framework for all decision making for NSIPs. They also include the government's objectives for the development of NSIPs and are produced for different types of infrastructure development.

1.4.14 In deciding an application for development consent, s104 of the Planning Act 2008 requires the Secretary of State to determine the application in accordance with any relevant NPS. The following NPSs which came into force on 17 January 2024 are relevant to the Project:

- Overarching National Policy Statement for Energy (EN-1) (Department for Energy Security and Net Zero (DESNZ), 2024a)
- National Policy Statement for Electricity Networks Infrastructure (EN-5) (DESNZ, 2024b)
- National Policy Statement for Renewable Energy Infrastructure (EN-3) (DESNZ, 2024c)

1.4.15 The Overarching National Policy Statement for Energy (EN-1) (DESNZ, 2024a) sets out national policy for energy infrastructure in combination with the relevant technology-specific NPS which in this case is National Policy Statement for Electricity Networks Infrastructure (EN-5). EN-1 (DESNZ, 2024a) emphasises the need for new energy projects to contribute to a secure, diverse, reliable and affordable energy supply.

1.4.16 The National Policy Statement for Electricity Networks Infrastructure (EN-5) (DESNZ, 2024b) sets out the government's policy for nationally significant electricity transmission networks and, together with EN-1, identifies the information that should be provided alongside any application for development consent to satisfy their requirements.

1.4.17 The National Policy Statement for Renewable Energy Infrastructure (EN-3) (DESNZ, 2024c) is also relevant in so far as the NPS includes support for the onshore infrastructure required to deliver new offshore wind developments.

1.4.18 A more detailed review of the policies contained within the NPSs is set out in the Planning Statement (document reference 5.6) and the Policy Compliance Document (document reference 5.7).

2025 Revisions to National Policy Statements

1.4.19 In April 2025, the government launched a consultation on proposed changes to EN-1, EN-3 and EN-5 that ended on 29 May 2025. The consultation covers updates to all three NPSs for new energy infrastructure:

- Draft: Overarching National Policy Statement for Energy (EN-1) (DESNZ, 2025a)
- Draft: National Policy Statement for Electricity Networks Infrastructure (EN-5) (DESNZ, 2025b)
- Draft: National Policy Statement for Renewable Energy Infrastructure (EN-3) (DESNZ, 2025c)

1.4.20 Changes consulted upon in the draft 2025 updates to the energy infrastructure NPSs include alignment with Clean Power 2030 targets and endorsement of the Centralised Strategic Network Plan. The 2025 revisions have strengthened the process for delivering major new infrastructure, reinforcing the government's ambition to deliver clean power by 2030.

1.4.21 The transitional provisions on the status of the 2025 revisions say:

'While the review is undertaken, the current suite of energy NPS remain relevant government policy and EN-1 to EN-5 have effect for the purposes of the PA 2008. The Secretary of State has decided that for any application accepted for examination before amending the energy NPSs, the current suite of energy NPS, published in

2024, should have effect. The amended energy NPSs will therefore only have effect in relation to those applications for development consent accepted for examination after the publication of the final amended energy NPSs. However, any emerging draft energy NPSs (or those amended but not having effect) are potentially capable of being important and relevant considerations in the decision-making process. The extent to which they are relevant is a matter for the relevant Secretary of State to consider within the framework of the PA 2008 and with regard to the specific circumstances of each development consent order application'.

1.4.22 At the point of submission of the Project, the NPSs designated in January 2024 were government policy. The application for development consent is accompanied by an Environmental Statement (ES) (document reference 6.1 to 6.18) which provides the final assessment of the likely significant effects, associated with the Project during its construction and operation (including maintenance), after the mitigation hierarchy has been applied. The ES was prepared in accordance with the relevant requirements of National Policy Statements EN-1 and EN-5 in force as of 01st April 2025.

1.4.23 The emerging draft of the Overarching National Policy Statement for Energy (EN-1) reinforces the approach taken in the ES. The draft revised EN-1 and EN-5 reiterate the government's commitment to the Clean Power Action Plan 2030, which aims for at least 95% of the UK's electricity generation to come from clean sources by 2030 and emphasises the urgency and critical national priority (CNP) of developing low-carbon infrastructure, thereby supporting the need case established in the ES.

1.4.24 The draft revised EN-1 and EN-5 maintain the assessment principles and generic impact considerations outlined in the current EN-1 and EN-5, ensuring continuity in evaluating environmental effects. They also introduce enhanced guidance on biodiversity, flood risk, and climate resilience and the mitigation hierarchy. The ES is considered to be in compliance with these emerging draft NPSs.

1.4.25 If the revised NPSs are designated prior to a decision being made on the application for development consent, the Environmental Statement and Planning Statement will be reviewed for consistency with the newly-designated NPSs, and any additional requirements would be captured within an errata document post submission. It was confirmed in Section 51 advice received from the Planning Inspectorate that if the new NPSs are adopted after the application has been submitted, the Examining Authority can issue procedural decisions to ask all parties for views on the impacts of new NPSs.

National Planning Policy Framework (NPPF) (2024)

1.4.26 Paragraph 5 of NPPF (MHCLG, 2024) states:

'The Framework does not contain specific policies for nationally significant infrastructure projects. These are determined in accordance with the decision-making framework in the PA 2008 (as amended) and relevant national policy statements for major infrastructure, as well as any other matters that are relevant (which may include the National Planning Policy Framework)'.

1.4.27 While the NPSs remain the primary decision-making documents, regard must also be had to any other matters of importance and relevance, which may include relevant policies in the NPPF.

2. About the Consultation Report

2.1 Background to the Consultation Report

2.1.1 Norwich to Tilbury is a Nationally Significant Infrastructure Project (NSIP) and requires consent from the Secretary of State for Energy Security and Net Zero (SoS) via a Development Consent Order (DCO).

2.1.2 The statutory pre-application consultation for this Project and the development of this report have been carried out in accordance with the requirements of the Planning Act (PA) 2008, the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). The non-statutory consultation was also undertaken having regard to these principles.

2.1.3 The following guidance has also been taken into account:

- Planning Act (PA) 2008: Guidance on the pre-application process (March 2015), Department for Communities and Local Government's (DCLG) (Ref. 1.4)* [**Table 4.1** of this report];

**National Grid acknowledges that the above guidance was withdrawn on the 30 April 2024, however as statutory consultation had commenced on 10 April, prior to the new guidance coming into force, this consultation was planned in accordance with DCLG guidance as detailed in Section 4.2.*

- PA 2008: Pre-application stage for Nationally Significant Infrastructure Projects (April 2024)** [**Table 4.2** of this report];

***New guidance was published on 30 April 2024. The transitional arrangements are set out in the Introduction to the National Infrastructure Planning Guidance:*

'There may be occasions when guidance is revised when Applicants have already commenced their statutory pre-application consultation or after an NSIP application has been submitted for acceptance or is in pre-examination or examination. It is not the intention for revisions to guidance to compromise the preparation or progress of applications which are already well underway'

*Nonetheless, National Grid complied with the 2024 amendments and as detailed in **Table 4-**2 of this report.*

- Statutory requirements of the PA 2008 [**Table 4.3** of this report];
- The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (Ref. 1) [**Table 4.4** of this report];
- The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 [**Table 4.5** of this report];
- The Planning Inspectorate's Nationally Significant Infrastructure Projects: Advice on the Consultation Report (August 2024)* [**Table 4.6** of this report];

**National Grid note that this advice was updated on 24 March 2025.*

- The Planning Inspectorate's Guidance on Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus [**Table 4.7** of this report. See also **Appendix M** for Adequacy of Consultation Milestone (AoCM)];
- Nationally Significant Infrastructure Projects: Advice on EIA Notification and Consultation (September 2024) (Updated March 2025); and
- Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land (September 2013) (Department for Communities and Local Government (DCLG) ((DCLG) D. f., 2013).

2.1.4 The 2022 and 2023 non-statutory consultations and the targeted (non-statutory) consultations in 2025 were also undertaken having regard to these principles.

2.2 Purpose of the Report

2.2.1 This Consultation Report is National Grid's report on all pre-application consultation for the Project, including both statutory and non-statutory consultation for submission as part of an application for a DCO for the Project.

2.2.2 The requirement to submit a consultation report as part of the application for development consent is set out in Section 37(3)(c) of the PA 2008.Section 37(7) confirms that the consultation report is to provide details of:

- How National Grid has carried out consultation in compliance with Section 42, Section 47 and Section 48 of the PA 2008 in relation to the proposed application;
- Any relevant responses (within the meaning of Section 49(3) of the PA 2008); and
- How National Grid has had regard to any relevant responses (as per Section 49 of the PA 2008).

2.2.3 Accordingly, this report provides a detailed account of the pre-application consultation activities carried out by National Grid prior to the submission of the DCO application. It demonstrates that National Grid has complied with the statutory requirements and explains how relevant responses received were taken account of prior to the DCO application being submitted.

2.3 Structure of the Report

2.3.1 The Report is structured into the following chapters:

- **Chapter 1** of this report**:** Provides an overview of National Grid, including its role and statutory duties, and introduces the Project, including an overview of project development to date;
- **Chapter 2** of this report**:** Introduces the Consultation Report and its structure;
- **Chapter 3** of this report**:** Provides a summary of National Grid's approach to Statutory Consultation and provides an overview of the non-statutory, statutory and targeted consultation, and ongoing stakeholder engagement for the Project;
- **Chapter 4** of this report**:** Details how National Grid has complied with statutory requirements and other guidance;

- **Chapter 5** of this report**:** Provides an account of the 2022 non-statutory consultation held from 21 April 2022 to 16 June 2022 detailing consultation activities undertaken, representations received and National Grid's response to these representations;
- **Chapter 6** of this report: Provides an account of the 2023 non-statutory consultation held from 27 June 2023 and 21 August 2023 detailing consultation activities undertaken, representations received and National Grid's response to these representations;
- **Chapter 7** of this report: Provides an overview of activities undertaken in advance of and to support the statutory consultation, including the development of the Statement of Community Consultation (SoCC);
- **Chapter 8** of this report**:** Provides an overview of the Statutory Consultation approach undertaken from 10 April until 26 July 2024, including the proposals, the engagement to the prescribed consultees under Section 42(1)(a),Section 42(1)(b), Section 43,Section 42(1)(d) and Section 44. As well as the notification letters and publicity of these;
- **Chapter 9** of this report**:** Summarises the responses received to the Statutory Consultation and the changes made as a result;
- **Chapter 10** of this report**:** Provides an overview of the community and landowner Targeted Consultations undertaken between 30 January 2025 and 17 April 2025. This chapter also summarises the responses received to the Targeted Consultations and the changes made as a result;
- **Chapter 11** Provides details of the further landowner consultation undertaken between 18 June 2025 and 22 August 2025 and ongoing engagement. This chapter also summarises the responses
  received to the further landowner consultation;
- **Chapter 12** of this report**:** Provides an overview of the consultation held as part of the Environmental Impact Assessment (EIA) process;
- **Chapter 13** of this report: Provides an overview of the adequacy of consultation milestone, including feedback received from Local Planning Authorities (LPAs); and
- **Chapter 14** of this report**:** Sets out the conclusions of the Report.

2.3.2 **Appendices:** Provide supporting evidence.

- **Appendix A** of this report**:** Meetings and correspondence with stakeholders, including regard had to advice received under Section 51.
- **Appendix B** of this report**:** 2022 non-statutory consultation
- **Appendix C** of this report**:** 2023 non-statutory consultation
- **Appendix D** of this report**:** Infrastructure planning (EIA regulations) 2017 regulation 8 letter to the inspectorate and acknowledgement (Section 46)
- **Appendix E** of this report**:** Statement of Community Consultation (SoCC) and supporting evidence

- **Appendix F** of this report**:** List of prescribed consultees identified and consulted during statutory consultation and Section 42(1) letter sent
- **Appendix G** of this report**:** Section 42(1)(d) consultees and supporting information
- **Appendix H** of this report**:** Section 47 and Section 48 notices
- **Appendix I** of this report**:** Section 47 Consultation Materials
- **Appendix J** of this report**:** Land referencing methodology
- **Appendix K** of this report**:** Targeted consultation 2025
- **Appendix L** of this report**:** Further landowner consultation June 2025
- **Appendix M** of this report**:** Adequacy of Consultation Milestone
- **Appendix N** of this report**:** Legal Opinions

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

3. Consultation Approach

3.1 Approach to Public Consultation and Engagement

Policy, guidance and approach

3.1.1 National Grid is committed to engaging those communities considered to be affected by its activities. National Grid's Stakeholder, Community and Amenity Policy[2] incorporates National Grid's Schedule 9 Statement relating to the preservation of amenity and makes the following commitments to consultation when undertaking electricity works:

- National Grid will promote genuine and meaningful stakeholder and community engagement; and
- National Grid will meet and, where appropriate, exceed the statutory requirements for consultation or engagement, and will adopt the following principles to help National Grid meet this commitment:
  - Seek to identify and understand the views and opinions of all the stakeholders and communities who may be affected by National Grid's works;
  - Provide opportunities for engagement from the early stages of the process where options and alternatives are being considered and there is the greatest scope to influence the design of the works;
  - Endeavour to enable constructive debate to take place, creating open and two-way communication processes;
  - Ensure that benefits, constraints and adverse impacts of proposed works are communicated openly for meaningful stakeholder and community comment and discussion. National Grid will be clear about any aspects of the works that cannot be altered;
  - Utilise appropriate methods and effort in engaging stakeholders and communities, proportionate to the scale and impact of the works; and
  - Provide feedback on how views expressed have been considered and the outcomes of any engagement process or activity.

3.1.2 These principles informed the approach to consultation/engagement at each stage of the Project, the Statement of Community Consultation (SoCC) and the way in which representations received have been dealt with by the Project team. During the development of new infrastructure in the UK, it has been necessary for National Grid to develop procedures and expertise in how to effectively communicate, engage and

[2] National Grid's commitments when undertaking works in the UK, Our stakeholder, community and amenity policy (December 2016) https://www.nationalgrid.com/document/356286/download

consult with stakeholders as part of the Project development, in line with National Grid's commitments discussed above.

3.1.3 National Grid's consultation experience extends from its development of new gas and electricity transmission projects both prior to and since the introduction of the Planning Act (PA) 2008. From this experience, the Project has been able to draw upon effective, tried and tested methods of consultation and engagement and has been able to adapt these to suit the needs of the local area.

Stakeholder engagement

3.1.4 National Grid developed and refined the consultation strategy for each round of consultation alongside productive dialogue with the Local Planning Authorities (LPAs). Engagement was held to ensure a collaborative approach was taken to planning the consultation.

3.1.5 Prior to the 2022 and 2023 non-statutory consultations, National Grid undertook LPA briefings, sought feedback on the draft consultation strategies and undertook draft consultation strategy workshops. More information about this approach is detailed in the 2022 Non-statutory Consultation Report (Appendix B2 of this report) and 2023 Non-statutory Consultation Feedback Report (Appendix C2 of this report).

3.1.6 Similarly, prior to the 2024 statutory consultation, National Grid consulted with LPAs on the proposed content of the SoCC. Information about LPA consultation on the SoCC is detailed in **Chapter 7** of this report.

3.1.7 National Grid also consulted LPAs on the draft targeted consultation strategies, detailed in **Chapter 10** of this report.

3.1.8 In accordance with the Adequacy of Consultation Milestone (AoCM) guidance, National Grid consulted LPAs on the adequacy of consultation for the Project, which is detailed in **Chapter 13** of this report.

3.1.9 Feedback on the adequacy of consultation was received from the Essex Suffolk Norfolk Pylons Action Group who appointed Charles Banner KC to provide his legal opinions on the 2022 and 2023 non-statutory consultations, and again on the 2024 statutory consultation. These opinions raise legal points on the adequacy of consultation based on the application of the Gunning Principles. Parliament had the Gunning Principles well in mind in framing the statutory consultation requirements for DCO applications. National Grid have complied fully with the specific statutory requirements and the relevant guidance on consultation applicable to DCO applications which embody the Gunning Principles. These legal opinions along with National Grid's response prepared by Russell Harris KC has been included in Appendix N of this report.

3.1.10 National Grid has sought to engage thoroughly with affected stakeholders throughout the Project development, whether these stakeholders are individuals, organisations or prescribed consultees. National Grid has built upon its own knowledge and experience of consultation by agreeing strategies and methods of engagement with affected LPAs in advance of formal consultation. More information about ongoing engagement with LPAs is included in Appendix A of this report.

3.1.11 Consideration of the feedback received through consultation and wider stakeholder engagement has been a major contributing factor in the development of the Project.

Consultation has been completed at an early stage in the development of proposals to allow consultees to have a real opportunity to influence the Project.

3.1.12 National Grid undertook ongoing engagement activities with stakeholders throughout the development of the proposed Project including outside of the non-statutory, statutory and targeted consultation periods. This informal or non-statutory engagement was undertaken through various mechanisms to keep key stakeholders informed about the progress of the proposed Project, inform the ongoing design of the proposed Project and enable timely discussions on opportunities and concerns identified.

Meetings with Action Groups

3.1.13 National Grid undertook ongoing engagement with Essex Suffolk Norfolk Pylons (also known as Pylons East Anglia). This included interactions during public information events and responding to email queries. National Grid also met with Essex Suffolk Norfolk Pylons on 1 September and 15 September 2022. Matters discussed included the Project programme, land access and surveys, and the action group's position and suggestions. National Grid will continue to engage with the action groups as required.

Overview of Consultation

3.1.14 National Grid's approach to engagement in support of the Project has been to carry out non-statutory, statutory, and targeted consultation.

3.1.15 Undertaking consultation at a series of Project stages ensured a balance between consulting early, whilst also having the necessary detail for consultees to provide meaningful feedback. To support this, at each stage of the consultation process, clear parameters were set out to explain to consultees the information presented and how feedback can influence the Project during each specific stage of consultation.

3.1.16 An indication of the Project timelines through to operation (including the pre-application community consultation) is provided in **Figure 3.1** of this report.

Figure 3.1 Proposed Project Timeline

3.1.17 National Grid undertook consultation as follows:

- The first non-statutory consultation was held between 21 April 2022 and 16 June 2022.
- The second non-statutory consultation was held between Tuesday 27 June 2023 and Monday 21 August 2023
- A statutory consultation was held between 10 April 2024 and 26 July 2024.
- Targeted consultations were held, as follows:
  - Norfolk and Suffolk targeted non-statutory consultation was held between 30 January 2025 and 3 March 2025;
  - Essex and Thurrock targeted non-statutory consultation was held between 25 February 2025 and 27 March 2025; and
  - Thurrock 3 targeted statutory consultation was held between 18 March 2025 and 17 April 2025.
- Further landowner consultation was held between 5 June 2025 and 22 August 2025.

3.1.18 At the 2022 non-statutory consultation, National Grid presented information on how the Project was evolving from the evaluation of strategic options to a preliminary preferred graduated swathe within which new infrastructure (pylons and underground cables) could be located as well as a proposed new substation site on the Tendring Peninsula. Following the conclusion of this consultation, National Grid analysed the feedback received and, along with further technical studies and design work, developed the Project design ahead of the 2023 non-statutory consultation.

3.1.19 At the 2023 non-statutory consultation, National Grid presented a preferred draft alignment showing pylon positions, underground cables, Cable Sealing End (CSE) compounds and connection substations. The feedback received at this consultation was considered alongside the findings of our ongoing environmental assessments and technical studies to help identify the proposals presented at statutory consultation.

3.1.20 At the 2024 statutory consultation, National Grid presented a preferred draft alignment showing potential pylon positions, underground cables, new CSE compounds and new connection substations. The feedback received at this consultation was considered alongside the findings of environmental and engineering studies to help identify the proposals presented at targeted consultation.

3.1.21 At the 2025 targeted consultations, National Grid presented proposed changes to the proposals in specific areas. At the Norfolk and Suffolk non-statutory targeted consultation, National Grid presented proposed changes to the location of temporary construction laydown areas, minor changes to the Order Limits, and a new temporary construction compound. At the Essex and Thurrock non-statutory targeted consultation, National Grid presented proposed minor changes to the Order Limits and changes to the location of temporary construction compounds and laydown areas. At the Thurrock 3 statutory targeted consultation, National Grid presented proposed changes to the substation connection point at the southern end of the route, including proposals to construct a new substation. Each round of targeted

consultation included proportionate and appropriate information on the environmental implications of any changes. The feedback received during each targeted consultation has been considered to help refine the Project before submission. Changes made as a result of this feedback are detailed in this report which is being submitted as part of the DCO Application.

3.1.22 At the 2025 further landowner consultation, National Grid undertook additional consultation and engagement with PILs on certain localised amendments made to the design of the Project and as a result of new information identified during ongoing diligent inquiry. The feedback received during the further landowner consultation has been considered and changes made as a result of feedback are detailed in this report.

3.1.23 At the non-statutory, statutory, and targeted consultations National Grid sought to identify and understand the views and opinions of all the stakeholders and communities who may be affected by the works. National Grid consulted with stakeholders at an early stage to ensure technical advice and local knowledge was taken into account in the early development of the Project. These stakeholders included local councils, elected representatives, local residents, PILs, hard-to-reach groups, and local interest groups.

3.1.24 National Grid gave stakeholders and members of the public digital and non-digital opportunities to engage with the proposals through a dedicated website, public events and webinar events as well as via email, phone and Freepost.

3.1.25 At the further landowner consultation, National Grid sought to understand the views of PILs who had been previously consulted during the non-statutory, statutory and targeted consultations, but were impacted differently due to certain localised amendments made to the design of the Project. During this consultation, National Grid also sought to identify and understand the views of PILs which had been newly identified due to design changes, changes in land ownership or from ongoing diligent inquiry.

3.1.26 Summaries of the non-statutory, statutory, targeted and further landowner consultations can be found in **Sections 3.2- 3.6** of this report.

3.1.27 More in-depth information on both 2022 and 2023 non-statutory consultations and how the feedback received at both consultations helped influence and shape the proposals to date can be found in the 2022 Non-Statutory Consultation Feedback Report and the 2023 Non-Statutory Consultation Feedback Report. These are available on the Project website and **Appendix B** and **Appendix C** respectively.

3.1.28 More in-depth information on the 2024 statutory consultation and how the feedback received has helped influence and shape the proposals to date can be found in **Chapters 8** and **9** of this report.

3.1.29 More in-depth information on the 2025 targeted consultations and how the feedback received has helped influence and shape the proposals to date can be found in **Chapter 10** of this report.

3.1.30 More in-depth information on the 2025 further landowner consultations and how feedback received has helped influence and shape the proposals to date can be found in **Chapter 11** of this report.

Scope for consultation

3.1.31 For both the non-statutory and statutory consultations, National Grid identified a Primary Consultation Zone (PCZ) for the Project, which was based on a 1 km buffer from the draft Order Limits. The PCZ was updated for each round of non-statutory and statutory consultation. At the launch of each stage of the non-statutory and statutory consultation, National Grid wrote to all homes within the PCZ and placed adverts in local papers and on social media. For each round of non-statutory consultation, the PCZ contained approximately 50,000 addresses. For the statutory consultation, the PCZ was updated to reflect the Project's evolution and contained approximately 77,000 addresses. Paper copies of the key consultation documents were also placed at inspection points in publicly accessible venues – libraries and, where possible, council offices – along the route. Alternative formats of the documents were available on request.

3.1.32 National Grid also identified a Secondary Consultation Zone (SCZ) for the non-statutory and statutory consultations, which extended to 4 km from the edge of the proposals. The purpose of the SCZ was to identify stakeholders who were less likely to be directly affected by the proposed Project but may still be impacted, for instance by construction traffic and long-distance views. The SCZ was used to identify the relevant newspapers in circulation in the SCZ for the purpose of advertising the consultation. The SCZ was also used to identify Members of Parliament (MPs) to consult with for the Project, who's constituencies lay all or partially within the SCZ.

3.1.33 For the targeted non-statutory consultations, National Grid identified bespoke consultation zones for each targeted consultation location to include nearby properties likely to be affected. These were created following the principle that each consultation zone should be appropriate and proportionate in relation to the type and potential impact of the change. Where it was appropriate, potential changes were grouped with a single consultation zone covering the grouped changes.

3.1.34 For the targeted statutory consultation, National Grid identified a consultation zone which included people and businesses with property postcodes within 1 km of the proposed new substation location, permanent assets and changes to the overhead lines. The zone also included postcodes 250 m from the proposed Order Limits for the modifications to the existing overhead lines, and postcodes 250 m from primary access routes (PARs).

3.1.35 For the further landowner consultation, National Grid identified PILs who had been previously consulted but were impacted differently and identified new PILs, which may have arisen from design changes, changes in land ownership or from ongoing diligent inquiry. More information on the ongoing diligent inquiry can be found in **Section 8.7** of this report.

3.2 Summary of the 2022 Non-Statutory Consultation

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

3.2.2 The selected preferred route corridor and graduated swathe were presented at the 2022 non-statutory consultation. This indicated where an alignment had good potential to be routed, with darker shaded areas where we considered an alignment is more likely to be located than those areas in the lighter parts of the swathe, based on the information available to us at that time. This was indicative and subject to further assessment work, and the feedback we received at consultation. The choice of technology and other routing matters also remained open to further consideration.

3.2.3 The feedback received during the 2022 non-statutory consultation was carefully reviewed and considered, alongside ongoing environmental and engineering studies. We also backchecked and reviewed our previous studies. No final decision as to the means of reinforcement was made at this stage.

3.2.4 In summary, changes made as a result of feedback from the 2022 non-statutory consultation included:

- Alternative corridor diverting from the crossing of the A1066 to pass to the east of Wortham Ling;
- Alternative corridor diverting to the east at the south of Offton, then paralleling the existing 132 kV overhead line route to the east of Flowton and connecting into Bramford Substation;
- Alternative corridor to connect the underground cable route through the Dedham Vale National Landscape (an Area of Outstanding Natural Beauty (AONB)) to the proposed CSE compound to the south of Notley Enterprise Park;
- Alternative corridor further east of Ingatestone; proposal to amend the graduated swathe to the south of Bramford Substation to facilitate an alignment to the east of the preferred corridor;
- Proposal to continue the underground cable through the National Landscape to the East Anglia Connection Node (EACN) substation;
- Proposal to adopt underground cable technology in the vicinity of Great Horkesley for a distance of around 5.3 km;
- Amendment to the corridor to the west of Writtle;
- Proposal to restrict the graduated swathe and alignment to the eastern edge of the preferred corridor to reduce interaction with the Dunton Hills Garden Village (DHGV) development proposal;
- Proposal to adopt underground cable technology from the north of the Lower Thames Crossing (LTC) proposals within the western corridor through into Tilbury Substation;
- Proposal to amend the graduated swathe to facilitate an alignment to the north of Fairstead; and
- Proposal to amend the graduated swathe to pass to the east of Bushey Wood to increase distance from properties on Woodhall Hill.

3.2.5 **Table 3.1** of this report provides an overview of key activities during the 2022 non-statutory consultation. Further information can be found in **Chapter 5** and full details

are provided in the 2022 Non-Statutory Consultation Feedback Report in **Appendix B** of this report.

Table 3.1 Summary of 2022 Non-Statutory Consultation Activities

Date	Activity	Details
28 April 2022 to 28 May 2022	Public information events	12 public information events were held at suitable locations along the proposed route. The events were held at various times and dates within this period.
22 April 2022 to 9 June 2022	Public webinars	12 public webinars held at various times and dates within this period. There were five general overview webinars and one section specific webinar for each area.
During the 2022 non-statutory consultation	Telephone / video appointments	13 sessions were held, as requested, to provide the opportunity to speak one-to-one with technical experts across the Project.
During the 2022 non-statutory consultation	Inspection points	Project documents were made available at 13 locations within the 2022 consultation zone at various points with stock levels regularly being checked and replenished during the consultation period.
14 April 2022 to 5 July 2022*	Presentations to district/ county/ borough councils, parish councils and seven MPs	26 sessions were held to explain the proposals, support stakeholder and consultee relationships and to promote the 2022 non-statutory consultation.

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

3.3 Summary of the 2023 Non-Statutory Consultation

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

3.3.2 The feedback received during the 2022 and 2023 non-statutory consultations was carefully reviewed and considered, alongside the findings of environmental and engineering studies. We also backchecked and reviewed previous studies. No final decisions as to the means of reinforcement were made.

3.3.3 In summary, changes made as a result of feedback from the 2023 non-statutory consultation included:

- South of Norwich Main Substation between RG1 and RG7;
- Around 2 km in the Waveney Valley between approximately RG84 and RG90 (potential for the use of underground cable on a slightly modified alignment referred to as the Waveney Valley Alternative);
- East of Wortham near Brook Farm Airstrip between RG90 and RG100;
- North and west of Mellis Common between RG103 and RG116;
- South of Offton between RG191 to RG200; to the north of the National Landscape (an AONB) between approximately JC26 to JC34, moving the CSE compound to the north of Raydon airstrip;
- Moving the western CSE compound at Fairstead to the east; and
- Adoption of the existing gas pipeline corridor at Dunton Hills for the overhead line alignment.

3.3.4 **Table 3.2** provides an overview of key activities during the 2023 non-statutory consultation. Further information can be found in **Chapter 6** of this report and full details are provided in the 2023 Non-Statutory Consultation Feedback Report in **Appendix C** of this report.

Table 3.2 Summary of 2023 Non-Statutory Consultation Activities

Date	Activity	Details
6 July 2023 to 21 July 2023	Public information events	12 public information events were held at suitable locations along the proposed route. The events were held at various times and dates within this period.
5 July 2023 to 17 August 2023	Public webinars	Four online public webinars held at various times and dates within this period.
27 June 2023 to 21 August 2023	Inspection point Locations	Paper copies of Project documents were made available at 13 locations within the consultation zone throughout the 2023 non-statutory consultation with stock levels regularly being checked and replenished during the consultation period.
27 June 2023 to 21 August 2023	Briefings to district/ county/ borough councils, parish councils and MPs	Briefings were offered to 12 councils, 205 parish councils and 15 MPs with constituencies within the vicinity of the Project. Briefings provided an overview and background to the Project; the proposals and

Date	Activity	Details
		information about the 2023 non-statutory consultation.
29 June 2023 to 30 June 2023	Promotional Activity – press and social media, direct mailing	Nine advertisements in local and regional newspapers, online media and social media providing information about the 2023 non-statutory consultation and how to get involved. Direct mailings to the PCZ – community newsletter and Project contact details to within 1 km edge of the preferred corridor;

3.4 Summary of the 2024 Statutory Consultation

3.4.1 In summer 2024, a statutory consultation was held for a period of 15 weeks, between 10 April 2024 and 26 July 2024. This period includes a five-week extension to the consultation following the announcement of the General Election. The extension provided people with additional time to have their say and provide their feedback on the proposals after the General Election, which was held on Thursday 4 July 2024.

3.4.2 The feedback received during the statutory consultation (along with the 2022 and 2023 non-statutory consultations) was carefully reviewed and considered, alongside the findings of environmental and engineering studies.

3.4.3 In summary, design changes since the 2024 statutory consultation include:

- In Swardeston, changes to the location of the temporary construction laydown areas on the land around Norwich Main Substation and related haul roads, as well as minor amendments to the draft Order Limits.
- In Forncett St Mary, changes to the location of pylons to reduce the impact on the site used for flying model aircraft along with other minor amendments to the draft Order Limits.
- In Cargate Common, repositioning of pylons between Tibenham and Bunwell Hill. There were also several changes to the temporary and permanent accesses and haul road. A section of the existing lower voltage electricity overhead line would be replaced with underground cables which would minimise the need for tree removal.
- Relocating temporary construction laydown area near Winfarthing and minor amendments to the draft Order Limits.
- Repositioning of the line of pylons between Palgrave and Mellis, including the removal of 2 km of existing overhead line which would be replaced with underground cable. This would reduce visual impacts on nearby properties and allow flight activity at the nearby airstrip to continue. Amendments to temporary and permanent access arrangements.
- Repositioning of the alignment further away from the village of Gislingham and to the west of the railway track. The construction compound would also be

repositioned, allowing for better screening, reducing potential impacts on veteran trees.

- In Mendlesham, moving the alignment near Cat Hill, increasing the distance to properties. Relocating temporary access arrangements and haul road.
- Adding a temporary 132 kV construction compound near Needham Market, facilitating the undergrounding of the existing UK Power Networks (UKPN) 132 kV overhead line.
- Repositioning of the route for 132 kV underground cables near Offton, as well as near Raydon, and repositioning the temporary works access and compound near Holton St Mary.
- Repositioning of the underground cable route near Langham to the west of the previous alignment proposed at statutory consultation and diverting the alignment west after crossing the River Stour, avoiding parts of the Langham Hall Estate.
- Repositioning the underground cable and overhead line alignments before they enter the EACN substation east of Ardleigh.
- In Little Bromley, repositioning a section of permanent private access to the south of the location proposed at statutory consultation.
- In Surrex, repositioning the alignment to the east of the position presented at statutory consultation.
- Moving the alignment further southeast in Feering.
- Extending the draft Order Limits south of Great Leighs, between pylons TB128 and TB133.
- In Great and Little Waltham changing the alignment as well as changing the pylon design from full height lattice pylons to lower height lattice pylons.
- In Margaretting, moving the temporary construction laydown area from a site close to Ivy Barns Lane to the north-west of the location proposed at statutory consultation, in response to feedback from nearby residents.
- Taking down a section of the existing 132 kV overhead line in Havering's Grove and replacing it with underground cable.
- Near Little Burstead, moving the alignment to the east of the alignment proposed at statutory consultation
- Repositioning the temporary construction access and laydown area location near Dunton Wayletts to the south of its location presented at statutory consultation.
- In Dunton, repositioning the existing UK Power Networks (UKPN) 132 kV overhead line close to Lower Dunton Road. minor amendments to the draft Order Limits.
- Repositioning the alignment near Bulphan to allow the close paralleling of the existing 132 kV overhead line near Langdon Hills Golf Club as well as using lower height lattice pylons from TB238 to TB243 (previously presented at statutory consultation as TB235 to TB242) to reduce the impacts on Thurrock Airfield.

- Changing the substation connection point at the southern end of the route. Rather than connecting at the existing Tilbury Substation, building a new Tilbury North substation 5 km to the north, close to Orsett and between the villages of Linford and Chadwell St Mary. The substation would be located where we had previously proposed to build a CSE compound.

3.4.4 **Table 3.3** of this report provides an overview of key activities during the 2024 statutory consultation. Further information can be found in **Chapter 8** of this report.

Table 3.3 Summary of 2024 Statutory Consultation Activities

Date	Activity	Details
24 April 2024 - 17 May 2024	Public information events	14 public information events were held at suitable locations along the proposed route. The events were held at various times and dates within this period.
17 April 2024 - 18 July 2024	Public webinars	Six online public webinars held at various times and dates within this period.
10 April 2024 – 26 July 2024	Inspection point Locations	Paper copies of Project documents were made available at 24 locations within the consultation zone throughout the 2024 statutory consultation with stock levels regularly being checked and replenished during the consultation period.
10 April 2024 - 15 July 2024	Briefings to district/ county/ borough councils, parish councils and MPs	Briefings were offered to 16 councils and five Members of Parliament with constituencies within the vicinity of the Project. Briefings provided an overview and background to the Project; the proposals and information about the statutory consultation and how to provide feedback.
10 April 2024 - 20 June 2024	Promotional Activity – press and social media, direct mailing	Advertisements in local and regional newspapers, online media and social media providing information about the 2024 statutory consultation and how to get involved. Direct mailing to the PCZ – community newsletter and Project contact details to within 1 km edge of the preferred corridor.

3.4.5 The feedback from the 2024 statutory consultation has been used (along with the feedback from the non-statutory consultations, targeted consultations and ongoing stakeholder engagement) to inform the final designs put forward in the application for development consent.

3.5 Summary of the Targeted Consultations

3.5.1 National Grid held further targeted consultations to provide stakeholders, the public and Persons with an Interest in Land (PILs) the opportunity to provide feedback on proposed changes to the proposals in specific areas.

3.5.2 As the proposed changes would not fundamentally change the Project as a whole, a targeted consultation approach was used in line with guidance in paragraph 20 of the PA 2008: Pre-application stage for Nationally Significant Infrastructure Projects (NSIPs) issued in April 2024 by the Department for Levelling Up, Housing and Communities (now Ministry of Housing, Communities and Local Government).

3.5.3 National Grid took a combined approach of statutory and non-statutory targeted consultations as follows:

- Norfolk and Suffolk targeted non-statutory community consultation and consultation of PILs: Thursday 30 January to Monday 3 March 2025;
- Essex and Thurrock targeted non-statutory community consultation and consultation of PILs: Tuesday 25 February to Thursday 27 March 2025; and
- Thurrock 3 targeted statutory community consultation and consultation of PILs: Tuesday 18 March to Thursday 17 April 2025.

3.5.4 A targeted statutory consultation for Thurrock 3 was decided as the proposed changes to existing overhead lines and primary access routes (PARs) in Tilbury could affect new communities, residents and landowners in the area.

3.5.5 The targeted statutory consultation was conducted in accordance with the principles of the PA 2008 and in line with the principles and methods set out in the SoCC. This provided stakeholders, the public and PILs the opportunity to provide feedback on proposed changes to the Project in specific areas, before finalising the Project for submission.

3.5.6 The feedback received during the targeted consultations (along with the 2022 and 2023 non-statutory consultations and the 2024 statutory consultation) was carefully reviewed and considered.

3.5.7 In summary, design changes as a result of the 2025 targeted consultations include:

- Amended pylon locations and heights at the Walthams
- Amended pylon locations at the crossing of Orsett Golf Course
- Change to UKPN undergrounding route to reduce impacts to solar development substation
- Changes to UKPN / arrangements around Tilbury North substation
- Movement of the CSE compound north of Raydon to avoid flood zone
- Other haul road, compound, pylon movements within the Order Limits / to be done through commitments within the Limits of Deviation (LoD)

3.5.8 **Table 3.4** provides an overview of key activities during the 2025 targeted consultations. Further information can be found in **Chapter 10** of this report.

Table 3.4 Summary of 2025 Targeted Consultation Activities

Date	Activity	Details
Norfolk and Suffolk targeted non-statutory community consultation and consultation of PILs		
28 January 2025 to 3 February 2025	A s42(1)(d) consultation letter was mailed to PILs to inform them of the targeted consultations.	233 PILs were written to in letters posted in the week commencing 28 January 2025. Three newly identified PILs were written to in letters posted in the week commencing 3 February 2025.
11 February 2025 to 13 February	Three public webinars held at various times within this period.	In total 49 stakeholders and members of the public attended the webinars.
30 January 2025	Advertisements were placed in local and regional newspapers to promote the targeted consultations.	Advertisements were placed in the following newspapers: Eastern Daily Press; and East Anglian Daily Times.
During the targeted consultation (30 January 2025 to 17 April 2025)	The Project website was updated to publish information on the Project along with consultation materials and historical Project information.	During the targeted consultation period the Project website received 17,319 views.
During the targeted consultation	Briefings were offered to all district and unitary councils.	Briefings took place with five councils and three parish councils.
Essex and Thurrock targeted non-statutory community consultation and consultation of PILs		
24 February 2025 to 10 March 2025	A s42(1)(d) consultation letter was mailed to PILs to inform them of the targeted consultations.	302 PILs were written to in letters posted in the week commencing 24 February 2025. Five newly identified PILs were written to in letters posted in the week commencing 3 March 2025. One newly identified PIL was written to in a letter posted in the week

Date	Activity	Details
		commencing 10 March 2025.
17 March 2025 and 18 March 2025	Three public webinars held at various times within this period.	In total 46 stakeholders and members of the public attended the webinars.
12 March 2025 to 15 March 2025	Bookable in-person sessions were held to provide an opportunity to view 3D visualisations of proposed changes to pylons and the impact on the landscape. Three sessions were held at various times within this period.	In total 77 stakeholders and members of the public attended the sessions.
25 February 2025	Advertisements were placed in local and regional newspapers to promote the targeted consultations.	Advertisements were placed in the following newspapers: • Eastern Daily Press; • East Anglian Daily Times.
During the targeted consultation (30 January 2025 to 17 April 2025)	The Project website was updated to publish information on the Project along with consultation materials and historical Project information.	During the targeted consultation period the Project website received 17,319 views.
During the targeted consultation	Briefings to district/ county/ borough councils, parish councils and MPs	Briefings took place with seven councils, and one parish council.
Thurrock 3 targeted statutory community consultation and consultation of PILs		
14 March 2025	A s42(1)(d) consultation letter was mailed to PILs to inform them of the targeted consultation.	70 PILs were written to in letters posted in the week commencing 14 March 2025.
2 April 2025 and 8 April 2025	Two public webinars held on these dates	In total eight stakeholders and members of the public attended the webinars.
25 March 2025 and 27 March 2025	Two public information events were held on these dates, providing the opportunity to view materials and speak to members of the Project team.	In total 25 stakeholders and members of the public attended the public information events.
During the targeted consultation	Paper copies of the targeted consultation materials were made available at public inspection points.	Materials were made available at three public inspection points, including: • Tilbury Library;

Date	Activity	Details
		• Chadwell Library; and • East Tilbury Library.
18 March 2025 and 20 March 2025	Advertisements were placed in local and regional newspapers	Advertisements were placed in the following newspapers: • Eastern Daily Press; • East Anglian Daily Times; and • Essex Chronicle.
During the targeted consultation (30 January 2025 to 17 April 2025)	The Project website was updated to publish information on the Project along with consultation materials and historical Project information.	During the targeted consultation period the Project website received 17,319 views.
During the targeted consultation	Briefings to district/ county/ borough councils, parish councils and Members of Parliament (MPs)	One briefing took place with Thurrock Council on 24 March 2025.

3.5.9 The feedback from the 2025 targeted consultations has been used (along with the feedback from the non-statutory consultations, statutory consultation and ongoing stakeholder engagement) to inform the final designs put forward in the application for development consent.

3.6 Summary of the further Landowner Consultations

3.6.1 National Grid held further landowner consultations to provide previously consulted PILs and newly identified PILs the opportunity to provide feedback on certain localised amendments made to the design of the Project.

3.6.2 This further landowner consultation and engagement included:

- Consultation under Section 42(1)(d) with PILs that have been previously consulted but were impacted differently; and
- Consultation under Section 42(1)(d) with new PILs identified after the close of the targeted consultation, which may have arisen from design changes having introduced new land parcels into the Order Limits; from changes in land ownership within the previous Order Limits; or from ongoing diligent inquiry identifying new land interests. More information about the ongoing diligent inquiry is available in **Section 8.7** of this report.

3.6.3 Consultation with PILs took place as follows:

- Newly identified Cateogry 1 and Category 2 PILs: 5 June 2025 to 18 July 2025;
- Previously consulted Category 1 and Category 2 PILs: 18 June 2025 to 18 July 2025; and

- Category 3 PILs: 10 July 2025 to 22 August 2025.

3.6.4 **Table 3.5** provides an overview of key activities during the 2025 further landowner consultations. Further information can be found in **Chapter 10** of this report.

Table 3.5 Summary of 2025 further Landowner Consultation Activities

Date	Activity	Details
5 June 2025 to 18 July 2025	An information pack was mailed to PILs to inform them of the consultation deadline. The information pack contained: • Introduction letter about the Project; • Section 42 consultation letter; • Voluntary negotiations letter from Fisher German; • Feedback questionnaire and prepaid envelope; • Land Right Strategy document; • Guide to Reading Plans document; • Data Privacy Notice document; and • Individual land plan.	242 newly identified Category 1 and Category 2 PILs were written to in letters posted in the week commencing 2 June 2025.
18 June 2025 to 18 July 2025	An information pack was mailed to PILs to inform them of the consultation deadline. The information pack contained: • Section 42 consultation letter; • Voluntary negotiations letter from Fisher German; • Feedback questionnaire and prepaid envelope; • Land Right Strategy document; • Guide to Reading Plans document; • Data Privacy Notice document; and • Individual land plan.	1,740 Category 1 and Category 2 PILs were written to in letters posted in the week commencing 16 June 2025.
10 July 2025 to 22 August 2025	An information pack was mailed to PILs to inform them of the consultation deadline. The information pack contained:	1,038 Category 3 PILs were written to in letters posted in the week commencing 7 July 2025.

Date	Activity	Details
	• Cover letter explaining Category 3 interests • Section 42 consultation letter; • Feedback questionnaire and prepaid envelope; and • Data Privacy Notice document.	
During the further landowner consultation	The Project website was available with published information on the Project.	

3.6.5 The feedback received during the further landowner consultations was carefully reviewed and considered.

4. Legislative Compliance

4.1 Introduction

4.1.1 The Planning Act (PA) 2008 introduced a new consenting procedure for Nationally Significant Infrastructure Projects (NSIPs). NSIPs are projects of certain types, over a certain size, which are considered by the Government to be of national importance, hence permission to build them needs to be given at a national level, by the relevant Secretary of State (SoS) (in this case the Secretary of State for Energy Security and Net Zero).

4.1.2 Under Section 14(1)(b) and Section 16 of the PA 2008 and the Planning Act (Electric Lines) Order 2013 a project that involves the installation of an electric line above ground of more than 2 km, which will operate at 400 kV in England, is classified as an NSIP.

4.1.3 The Project meets the threshold of an NSIP, as defined under Part 3 of the PA 2008, hence National Grid requires a Development Consent Order (DCO) to authorise the delivery of the Project.

4.1.4 Section 104 of the PA 2008 states at (2)(a) that the Secretary of State must have regard to any National Policy Statement (NPS) which has effect in relation to development of the description to which the application relates.

4.1.5 This Consultation Report has been produced to satisfy Section 37(3) and Section 37(7) of the PA 2008 and accompanies National Grid's DCO application. In accordance with Section 37(7)(a) of the Planning Act 2008, this Consultation Report and its associated appendices demonstrate that National Grid has complied with the relevant sections of the Planning Act 2008 relating to pre-submission consultation. This section of the report details how National Grid has complied with the statutory pre-application consultation requirements set down in the PA 2008, specifically:

- consult with prescribed consultees (Section 42);
- consult with the community (Section 47);
- publicise the proposed application (Section 48);
- have regard to consultation responses (Section 48) and
- have regard to the government's guidance on the pre-application stage (Section 50)

4.2 Compliance with PA 2008: Guidance on the pre-application process

4.2.1 **Table 4.1** of this report sets out how National Grid has complied with the guidance, PA 2008: Guidance on the pre-application process, published by the Department of

Communities and Local Government (DCLG) (now known as the Ministry of Housing, Communities and Local Government (MHCLG).

4.2.2 National Grid acknowledges that the guidance was withdrawn on the 30 April 2024, however as statutory consultation had commenced on 10 April 2024, prior to the new guidance coming into force, this consultation was planned in accordance with DCLG guidance as detailed in **Table 4.1** of this report.

4.2.3 The transitional arrangements are set out in the Introduction to National Infrastructure Planning Guidance:

'There may be occasions when guidance is revised when Applicants have already commenced their statutory pre-application consultation or after an NSIP application has been submitted for acceptance or is in pre-examination or examination. It is not the intention for revisions to guidance to compromise the preparation or progress of applications which are already well underway'

4.2.4 Nonetheless, National Grid complied with the 2024 amendments. Table **4.2** of this report sets out how National Grid has complied with the guidance PA 2008: Pre-application stage for Nationally Significant Infrastructure Projects (April 2024).

Table 4.1 How National Grid has Complied with the Guidance set out by the DCLG on the Pre-Application Process

Para	Guidance	Comment
The pre-application consultation process		
17	When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation.	The materials produced for the purposes of statutory consultation consisted of: • Project Background Document; • Community newsletter; • Design Development Report; • Consultation banners; • Consultation notices; • SoCC; and • Feedback Questionnaire. Each of these documents provided details about the consultation and stated the closing date when responses were required by. Other materials produced for statutory consultation include the Preliminary Environmental Information Report (PEIR), Strategic Options Backcheck and Review, 2023 Non-Statutory Consultation Feedback Report, Project maps, interactive Project map, and Guide to interacting with our consultation plans.

Para	Guidance	Comment
		To make it clear about a documents' status, all those listed above were located in the 'Statutory consultation 2024 documents' section within the document library of the project website. A copy of the consultation materials can be found in the **Appendix I** of this report.
18	Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties.	The local communities, Local Planning Authorities (LPAs) and statutory consultees have been engaged throughout the development of this project, since the first stage of non-statutory consultation was held in 2022 and second stage in 2023. Further details about the engagement with communities during the statutory consultation can be found in **Chapter 9** of this report.
19	The pre-application consultation process is crucial to the effectiveness of the major infrastructure consenting regime. A thorough process can give the SoS confidence that issues that will arise during the six-month examination period have been identified, considered, and – as far as possible – that Applicants have sought to reach agreement on those issues. Without adequate consultation, the subsequent application will not be accepted when it is submitted. If the SoS determines that the consultation is inadequate, he or she can recommend that the Applicant carries out further consultation activity before the application can be accepted.	The consultation was undertaken (two non-statutory, one statutory, targeted consultation and further landowner consultation described in **Chapters 5, 6, 8, 9, 10 and 11** of this report) during the pre-application stage to ensure that issues arising were considered and taken into account. The LPAs have been engaged throughout the pre-application period and were consulted on the SoCC. National Grid developed a Host Authority Engagement Plan which was circulated by the project team to the host authorities on 1 December 2023 and iterations have been issued as the project progressed.
20	Experience suggests that to be of most value, consultation should be: • based on accurate information that gives consultees a clear view of what is proposed including any options; • shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed; and	The consultation banners, Project Background document, feedback questionnaire, interactive Project map, infographics website set out the proposals to give consultees a clear view of what was proposed including any optionality. The feedback questionnaire reflected the Project Background document to help

Para	Guidance	Comment
	• engaging and accessible in style, encouraging consultees to react and offer their views.	consultees in providing feedback to National Grid. Copies of the consultation materials can be found in Appendix I of this report. The statutory consultation undertaken between 10 April 2024 and 26 July 2024 allowed consultees to engage face-to-face with National Grid, through public information events in June 2024 and attend webinars. The statutory consultation took place early enough to allow for proposals to be influenced by consultee feedback. The Project website contained the consultation documentation and the ability to submit feedback via the online feedback questionnaire. Responses could also be sent as hard copy feedback questionnaires, letters, and emails to dedicated project addresses. All materials were produced to be accessible and easy to understand. The Project website was compatible with assistive technology such as screen readers to ensure accessibility for all members of the public engaging with the consultation.
21	Where an Applicant has not been able to follow this guidance they should set out why this is the case, in the consultation report.	National Grid complied with the guidance in the undertaking of the statutory consultation.
23	In brief, during the pre-application stage Applicants are required to: • notify the SoS of the proposed application;identify whether the project requires an Environmental Impact Assessment (EIA);	The Section 46 letter was issued on 8 April 2024 and a copy can be found in **Appendix D** of this report. National Grid identified that the Project requires an EIA during the pre-application stage and submitted a Scoping Report to the Planning Inspectorate (PINs) on 4 November 2022. A scoping opinion for the Project was adopted by PINs on 14 December 2022. See **Appendix E** of this report. Paragraph 5.2.4 of the SoCC also confirms that the project is an EIA development and confirms publicity and

Para	Guidance	Comment
		consultation activities regarding the Preliminary Environmental Information.
	• where it does, confirm that they will be submitting an Environmental Statement (ES) along with the application, or that they will be seeking a screening opinion ahead of submitting the application;	An ES is provided in Volume 6 (application documents 6.1 to 6.21) of the DCO application.
	• produce a SoCC, in consultation with the relevant local authority or authorities, which describes how the Applicant proposes to consult the local community about their Project and then carry out consultation in accordance with that Statement;	A draft SoCC was provided to 13 LPAs on 1 December for informal review. The informal period of consultation on the SoCC started on 2 December 2023 until 5 January 2024. And the formal period from 2 March 2024 and 2 April 2024. The SoCC was published on the Project website. The statutory consultation was compliant with the SoCC. A copy of the SoCC is available in Appendix E of this report.
	• make the SoCC available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land where the development is proposed, as required by Section 47 of the PA 2008 and Regulations;	A hard copy of the SoCC was available at 24 inspection points located throughout the proposed route. A list of inspection points can be found in **Chapter 8** of this report.
	• identify and consult statutory consultees as required by Section 42 of the PA 2008 and Regulations;	National Grid identified and consulted as required by Section 42 of the PA 2008.
	• publicise the proposed application in accordance with Regulations;	The Section 48 notice was published in three local newspapers for two consecutive weeks, a national paper for one week and the London Gazette for one week. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** and the Section 48 notice was republished detailing the consultation extension in the same newspapers. See **Appendix H** of this report for details.

Para	Guidance	Comment
	• set a deadline for consultation responses of not less than 28 days from the day after receipt/last publication;	Statutory consultation was held between 10 April 2024 until 26 July 2024 for a period of 15 weeks. During the General Election, the consultation period was extended five weeks to allow the public to have time to respond to the consultation.
	• have regard to relevant responses to publicity and consultation; and	National Grid's response to publicity and consultation for the 2022 non-statutory consultation can be found in **Chapter 5** of this report and in **Appendix B** of this report. National Grid's response to publicity and consultation for the 2023 non-statutory consultation can be found in **Chapter 6** of this report. National Grid's response to publicity and consultation for the statutory consultation can be found in **Chapter 9** of this report. National Grid's response to publicity and consultation for the targeted consultations can be found in **Chapter 10** of this report. National Grid's response to publicity and consultation for the further landowner consultations can be found in **Chapter 11** of this report.
	• prepare a consultation report and submit it to the SoS.	This Consultation Report (application document 5.1) is submitted as part of the application for development consent.
24	The aim should be to ensure that consultation is appropriate to the scale and nature of the project and where its impacts will be experienced.	National Grid provided a range of engagement methods and communication channels to promote the Project and ensure that consultation was appropriate to the scale and nature of the Project and where its impacts will be experienced. These included the Project website, online webinars, public information events, inspection points and targeted stakeholder meetings to support and promote the consultation along the proposed route. Further details of these methods can be found in **Chapter 8** of this report.

Para	Guidance	Comment
25	Consultation should be thorough, effective and proportionate.	National Grid conducted a thorough, effective and proportionate consultation. The period provided to comment for consultation under Section 42, Section 47 and Section 48 of the PA 2008 was greater than the required 28 calendar days. The 2022 non-statutory consultation ran for eight weeks between 21 April 2022 until 16 June 2022. The 2023 non-statutory consultation ran for eight weeks between 27 June 2023 until 21 August 2023. The statutory consultation ran for 15 weeks between 10 April 2024 and 26 July 2024 to provide a sufficient period of time for responses. These were all in excess of the 28 day minimum consultation period. This allowed; Consultees to engage with National Grid one or more times; Consultees to visit an information event (face-to-face or webinar); Facilitation of invitation requests to attend community events; and Consultees time to complete the response form Targeted consultation took place over three stages, as follows: Norfolk and Suffolk targeted non-statutory community consultation and consultation of PILs ran for 32 days between 30 January and 3 March 2025. Essex and Thurrock targeted non-statutory community consultation and consultation of PILs ran for 30 days between 25 February and 27 March 2025. Thurrock 3 targeted statutory community consultation and consultation of PILs ran for 30 days between 18 March and 17 April 2025. The targeted non-statutory community consultations were conducted in

Para	Guidance	Comment
		accordance with the principles of the PA 2008. The targeted statutory community consultation and consultation of PILs (at each stage) was conducted in accordance with the requirements of the of the PA 2008 and in accordance with the SoCC and PA 2008: Pre-application stage for Nationally Significant Infrastructure Projects (April 2024). Further landowner consultation took place between 5 June and 22 August 2025 as follows: Newly identified Category 1 and Category 2 PILs consultation ran for 43 days between 5 June and 18 July 2025 Previously consulted Category 1 and Category 2 PILs consultation ran for 30 days between 18 June and 18 July 2025 Category 3 PILs consultation ran for 43 days between 10 July and 22 August 2025.
Who should be consulted?		
26	The PA 2008 requires certain bodies and groups of people to be consulted at the pre-application stage but allows for flexibility in the precise form that consultation may take depending on local circumstances and the needs of the project itself.	National Grid engaged with all parties during the statutory consultation, as required by the PA 2008. In addition, National Grid consulted the local community within the vicinity of the proposals, as set out under Section 47 of the PA 2008. More information of the Primary Consultation Zone (PCZ) and Secondary Consultation Zone (SCZ) can be found in **Chapter 8** of this report.
27	The PA 2008 and Regulations set out the statutory consultees and prescribed people who must be consulted during the pre-application process. …In addition, there will be a range of national and other interest groups who could make an important contribution during consultation. Applicants are therefore encouraged to consult widely on project proposals.	The full list of prescribed consultees as set out in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) is provided in **Appendix F** of this report. This table sets out where National Grid departed from the list of Schedule 1 prescribed consultees and the appropriate reasons for doing so. **Chapter 8** of this report also details consultation with the relevant LPAs, as statutory consultees.

Para	Guidance	Comment
		In April 2024, The Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 detailed amendments to the prescribed list of consultees in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. The transitional provisions in the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 state that the amendments to the list of prescribed consultees do not apply where the Applicant has started to consult under Section 42 of the PA 2008 before 30 April 2024. As the Norwich to Tilbury statutory consultation commenced on 10 April 2024, the amendments to the prescribed list of consultees did not apply. Nonetheless, the 2024 amendments were followed. Additional applicable prescribed bodies were consulted in line with the April 2024 amendments. See Section 8.4 for further details. National Grid also consulted with a range of stakeholders with national and other interest groups- more information can be found in **Chapter 8** of this report. The feedback received during statutory consultation and the explanation of how National Grid has regard to it, can be found in Chapter 9 of this report.
28	From time to time a body may cease to exist but, for legislative timetabling reasons, may still be listed as a statutory consultee. In such situations the SoS will not expect strict compliance with the statutory requirements. Applicants should identify any successor body and consult with them in the same manner as they would have with the original body. Where there is no obvious successor, Applicants should seek the advice of the Inspectorate, who may be able to identify an appropriate alternative consultee. Whether or not an alternative is identified, the consultation report should briefly note any	The list of prescribed consultees as set out in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) is provided in **Appendix F** of this report. This table sets out where National Grid departed from the list of Schedule 1 prescribed consultees and the appropriate reasons for doing so. The transitional provisions in the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 state that the amendments to the list of prescribed consultees do not apply where the

Para	Guidance	Comment
	cases where compliance with statutory requirements was impossible and the reasons why.	Applicant has started to consult under Section 42 of the PA 2008 before 30 April 2024. As the Norwich to Tilbury statutory consultation commenced on 10 April 2024, the amendments to the prescribed list of consultees did not apply. Nonetheless, the 2024 amendments were followed, detailed in **Section 8.4** of this report.
29	Applicants will often need detailed technical input from expert bodies to assist with identifying and mitigating the social, environmental, design and economic impacts of projects, and other important matters. Technical expert input will often be needed in advance of formal compliance with the pre-application requirements. Early engagement with these bodies can help avoid necessary delays and the costs of having to make changes at later stages of the process. It is equally important that statutory consultees respond to a request for technical input in a timely manner. Applicants are therefore advised to discuss and agree a timetable with consultees for the provision of such inputs.	The Project proposals have developed through consultation with local communities, landowners and businesses. National Grid sought technical input from relevant expert bodies throughout pre-consultation and consultation stages. More information about engagement with technical bodies can be found in Section **10.11**of this report, and also in **Appendix A**.
35	The Applicant has a duty under Section 47 of the PA 2008 to prepare a SoCC, and then to conduct its consultation in line with that statement. Before doing so, the Applicant must consult on its SoCC with each local authority in whose area the proposed development is situated.	National Grid consulted the SoCC with 13 host authorities • Babergh District Council; • Basildon Borough Council; • Braintree District Council; • Brentwood Borough Council; • Chelmsford City Council; • Colchester City Council; • Essex County Council; • Mid Suffolk District Council; • Norfolk County Council; • South Norfolk District Council; • Suffolk County Council; • Tendring District Council; and • Thurrock Council. An informal SoCC consultation notification was sent on the 1 December

Para	Guidance	Comment
		2023 along with a copy of the draft SoCC. The period to respond was between 2 of December 2023 until Friday 5 January 2024. See **Appendix E** of this report for information. A formal SoCC consultation notification was sent on 1 March 2024 along with a draft copy of the SoCC. The period to respond was between 2 March 2024 until 2 April 2024. See **Appendix E** of this report for information. **Appendix E** of this report provide details on how National Grid had regard to the comments made by the host authorities in developing the SoCC.
36	Where an Applicant decides to consult people living in a wider area who could be affected by the project (e.g., through visual or environmental impacts, or through increased traffic flow), that intention should be reflected in the SoCC.	National Grid decided to consult people living in a wider area who could be directly affected by the Project through the use of two different consultation mailing zones. These zones are referred as the PCZ and the SCZ: • The PCZ, which extended 1 km from the Order Limits, captured stakeholders who may be most affected by the proposals; and • The SCZ, which extended to 4 km from the Order Limits, included stakeholders who were less likely to be directly affected Further details about these consultation zones can be found in **Chapter 8** of this report. Section 5.3 of the SoCC: 'Who will be consulted?' provides an overview of the range of groups and organisations consulted, including the PCZ and SCZ. The SoCC can be found in **Appendix E** of this report.
Local authorities		
37	Prior to submitting their draft SoCC Applicants may wish to seek to resolve any disagreements or clarifications about the public consultation design. An Applicant is therefore likely to need to engage in discussions with local authorities over a	National Grid entered informal consultation on the SoCC with the 13 host authorities on the 2 December 2023, ahead of formal consultation that started on the 2 March 2024. See **Appendix E** of this report.

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	longer period than the minimum requirements set out in the PA 2008.	
41	Where a local authority raises an issue or concern on the SoCC which the Applicant feels unable to address, the Applicant is advised to explain in their consultation report their course of action to the SoS when they submit their application.	National Grid entered informal consultation on the draft SoCC with the 13 host authorities on the 2 December 2023, ahead of formal consultation that started on the 2 March 2024. National Grid were able to address all issues and concerns that were raised from both informal and formal **consultations on the draft SoCC.** **Chapter 7** of this report provides details about how the SoCC was developed. Amendments to the draft SoCC further to informal and formal consultations are recorded in documents titled 'Regard had to informal/formal comments on proposed SoCC' (both provided at Appendix E of this report).
42	Where a local authority decides that it does not wish to respond to a consultation request on the SoCC, the Applicant should make reasonable efforts to ensure that all affected communities are consulted.	All 13 host authorities were consulted and 11 responded with comments. Babergh and Mid Suffolk District Councils submitted a joint response. 'Regard had to SoCC Responses' in **Appendix E** of this report provides a summary of the comments received from LPAs on the formal SoCC. South Norfolk Council and Suffolk County Council did not respond to the formal SoCC consultation however did provide feedback to the informal SoCC consultation. Further details can be found in **Section 7.3.3** of this report. A variety of techniques were used to ensure a reasonable approach to consultation on the Project. These are as follows: • Materials produced: Project Background Document, Community Newsletter 2024, PEIR, 2024 Design Development Report, 2024 Strategic options Backcheck and Review, 2023 Non-Statutory Consultation Feedback Report, Interactive Project Map, Consultation notices, Statement of

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		Community Consultation (SoCC), Feedback Questionnaire; • Project website; • Online webinars and in person events; • Inspection points; • PCZ and SCZ; • Advertising in Local Newspaper and National Newspaper; and • Social Media advertising.
43	Local authorities are also themselves statutory consultees for any proposed major infrastructure project which is in or adjacent to their area. Applicants should engage with them as early as possible to ensure that the impacts of the development on the local area are understood and considered prior to the application being submitted to the SoS.	Prior to the first non-statutory consultation during 2022, National Grid undertook: • a series of LPA briefings in September and December 2021; • launched the Project website in January 2022; • provided a draft consultation strategy in February 2022; and • undertook further LPA briefings and draft consultation strategy workshops in March 2022. National Grid then engaged with LPAs during and after the non-statutory consultations and the statutory consultation. National Grid has continued this ongoing engagement, commencing in 2022 and including non-statutory, statutory and targeted consultations. More information in **Chapters 5, 6, 8 and 10** of this report.
48	Agreements reached between an Applicant and relevant local authorities can be documented in a Statement of Common Ground (SoCG). This will contain agreed factual information about the application and can accompany the application. The SoCG can also set out matters where agreement has not been reached.	Draft SoCGs have been prepared with the key interested parties, including individual SoCGs for each LPA. More information about the SoCGs can be found in **Section 10.11** of this report.
Persons with an Interest in Land (PILs)		
49	Applicants will also need to identify and consult people who own, occupy or have another interest in the land in question, or	Section 42(1)(d) consultees were identified through diligent inquiry as having interest following the land

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	who could be affected by a project in such a way that they may be able to make a claim for compensation.	referencing methodology in **Appendix J** of this report.
50	It is the Applicant's responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and Applicants should make every reasonable effort to ensure that the Book of Reference (which records and categorises those land interests) is up to date at the time of submission.	National Grid ensured due diligence has been undertaken in identifying all land interests. All known land interests were consulted under Section 42(1)(d) of the PA 2008 and National Grid has made all reasonable effort to ensure the Book of Reference (application document 4.3) is up to date at the point of submission. Further details on how National Grid has demonstrated diligent inquiry is detailed in Section 8.7 of this report.
51	However, it is understood that land interests change over time and that new or additional interests may emerge after an Applicant has concluded statutory consultation but just before an application is submitted. In such a situation, the Applicant should provide a proportionate opportunity to any new person identified with a land interest to make their views known on the application. Where new interests in land are identified very shortly before the intended submission of an application, despite diligent efforts earlier in the process it may be difficult at that stage for Applicants to consult and take account of any responses from those new interests before submitting their application as intended. If this situation arises Applicants should be proactive and helpful in ensuring that the person understands how they can, if they so wish, engage with the process if the application is accepted for examination.	After the conclusion of the statutory consultation in June 2024, National Grid continued to engage with PILs through targeted consultation and engagement activities. **Chapter 10** of this report highlights the engagement with PILs and feedback received from the targeted consultations undertaken between January – April 2025. The targeted consultations provided PILs the opportunity to provide feedback on proposed changes to the proposals in specific areas in Norfolk, Suffolk, Essex and Thurrock. **Chapter 11** of this report highlights the further landowner consultations undertaken in June – August 2025 after the targeted consultations had concluded. The further landowner consultation provided previously consulted PILs the opportunity to provide feedback on certain localised amendments to the design of the Project and identified and consulted new PILs which had been identified due to design changes, changes in land ownership or from ongoing diligent inquiry. Any newly identified or affected PILs were written to with: • details of the Project;

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		• where further information could be found; • an offer for a meeting with Fisher German (for Category 1 and 2 PILs); • a feedback form and a prepaid envelope with guidance on how to submit their comments; • Lands Right Strategy; • Guide to reading the plans; • Land Plan showing their land interest. National Grid has been proactive and helpful in ensuring PILs identified in the very latter stages prior to DCO submission may understand how they can, if they so wish, engage with the process if the application is accepted for examination.
52	Applicants should explain in the consultation report how they have dealt with any new interests in land emerging after conclusion of their statutory consultation having regard to their duties to consult and take account of any responses.	Alongside, or independently of, the work carried out to identify new PILs as a result of minor amendments to the Order Limits described above, National Grid took steps to ensure that the Book of Reference (document reference 4.3) as a whole would be up to date at the time of submission, in accordance with Government guidance (Planning Act 2008: Guidance on Pre-application Process, March 2015). National Grid wrote to any new interests in land of the commencement of statutory consultation at the earliest opportunity. More information is available in **Section 8.7** of this report. Additional targeted consultations were held over three stages from 30 January 2025 to 17 April 2025. This provided an opportunity for PILs to submit further feedback on proposed changes to the proposals in specific areas in Norfolk, Suffolk, Essex and Thurrock. The PILs consulted are summarised in **Appendix K** of this report. Details on the targeted consultations are in **Chapter 10** of this report.

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		Chapter 11 of this report summarises the further landowner consultation and engagement undertaken in June to August 2025, after the targeted consultation had concluded. The further landowner consultation provided previously consulted PILs the opportunity to provide feedback on certain localised amendments to the design of the Project and identified and consulted new PILs which had been identified due to design changes, changes in land ownership or from ongoing diligent inquiry. National Grid will continue to undertake due diligence to identify new interests in line with the Land Referencing Methodology (see **Appendix J** of this report). More information about the ongoing diligent inquiry is available in **Section 8.7** of this report. Any newly identified or affected PILs were written to with: details of the Project; where further information could be found; an offer for a meeting with Fisher German (for Category 1 and 2 PILs); a feedback form and a prepaid envelope with guidance on how to submit their comments; Lands Right Strategy; Guide to reading the plans; and Land Plan showing their land interest. National Grid has been proactive and helpful in ensuring PILs identified in the very latter stages prior to DCO submission may understand how they can, if they so wish, engage with the process if the application is accepted for examination.
Local communities		
53	Local people have a vital role to play at the pre-application stage. People should have as much influence as is realistic and possible over decisions which shape their lives and	The local communities, LPAs and statutory consultees have all been engaged in the proposals since the first

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	communities. It is therefore critical that they are engaged with project proposals at an early stage.	stage of non-statutory consultation in 2022. More details about the engagement with communities during the 2022 and 2023 non-statutory consultations can be found in **Chapters 5 and 6** of this report. Information about statutory consultation activities can be found in **Chapter 8** of this report, and information about targeted consultation activities can be found in Chapter 10 of this report. **Appendix A** of this report contains details about engagement that has been held outside of consultation periods.
54	In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given their experience of carrying out consultations in their area.	A variety of techniques were used to ensure an inclusive approach to consultation on the proposals. These are as follows: • Materials produced: Project Background Document, Community Newsletter 2024, PEIR, 2024 Design Development Report, 2024 Strategic options Backcheck and Review, 2023 Non-Statutory Consultation Feedback Report, Interactive Project Map, Consultation notices, SoCC, Feedback Questionnaire; • Project website; • Online webinars and in person events; • Inspection points; • PCZ and SCZ; • Advertising in Local Newspaper and National Newspaper; and • Social Media advertising.
55	Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could prepare a short document specifically for local communities, summarising the project proposals and outlining the matters on which the view of the local community is sought.	The consultation banners which were used on the website and at the public information events, provided a comprehensive overview of the Project proposals, describing the core elements of the Project and potential benefits. The feedback questionnaire was designed to help direct consultees to the section areas they wish to focus on. The

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	This can describe core elements of the project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested.	response form comprised of open questions to allow the consultee to use free form text. A copy of feedback questionnaire can be found in **Appendix I** of this report. A Project Background Document providing a comprehensive overview of the Project details was also included as part of the public consultation materials. Information events provided a comprehensive overview of the Project proposals, describing the core elements of the project and potential benefits. National Grid made available the materials in additional formats on request and one online webinar was available in British Sign Language (BSL) interpretation which was recorded and published on the Project website.
56	Applicants are required to set out in their Statement of Community Consultation how they propose to consult those living in the vicinity of the land. They are encouraged to consider consulting beyond this where they think doing so may provide more information on the impacts of their proposals.	Section 5.5 of the SoCC provides information on promoting the consultation to those residents, local businesses and community organisation within the PCZ. This promotion included press release, newspaper advertisements, emails and letters, statutory notices, information posters and social media. A copy of the SoCC can be found in **Appendix E** of this report.
57	The Statement of Community Consultation should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The Statement of Community Consultation should be made available online, at any exhibitions or other events held by Applicants. It should be placed at appropriate local inspection points (e.g. libraries, council offices) and sent to local community groups as appropriate.	The SoCC included dates and location details for the six public webinar events (see **Table 8.9** of this report). The SoCC was available both online and at the exhibitions. The SoCC remains available on the project website. The SoCC listed, and was displayed at, 14 inspection points that were located within or in close proximity to the preferred corridor of the Project. In addition to the 14 inspection points outlined in the SoCC, the Project team made the documents available in an additional 10 other locations. This decision was made in response to requests from the public and

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		stakeholders. A list of inspection points can be found in **Chapter 8** of this report. The SoCC was available: • to download in the document library of the Project website; • as a paper copy upon request; • at the inspection locations listed in **Table 8.11**; and • at public information events listed in Table 8.10Table 8-10.
58	Where possible, the first of the two required local newspaper advertisements (Section 48 notices) should coincide approximately with the beginning of the consultation with communities.	National Grid advertised the proposed application under Section 48 of the PA 2008 to coincide with the start of Section 42 and Section 47 consultations. Details of the published notices can be found in **Table 8.5** and **Table 8.6** of this report. Copies of the newspaper notices are provided in **Appendix H** of this report.
When should consultation take place and how much is enough?		
68	To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time, consultees will need sufficient information on a project to be able to recognise and understand the impacts.	**Chapters 5** and **6** of this report provides an overview of the pre-application consultations. Throughout the lifetime of the project, our proposals have developed through consultation with local communities, landowners and businesses and stakeholders. Consultations commenced well in advance of the proposed DCO application date, allowing time for consultees to understand and meaningfully contribute to the design of the Project. The consultations held between 2022 and 2025 provided consultees with the opportunity to influence the Project. Commencing consultation early has allowed the Project to be informed by the public and all consultees throughout the design process, while being sufficiently developed to provide some detail on what is being proposed. More details of the consultation process can be found in **Chapter 3** of this report.

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		At statutory consultation, the Project information was available online and in hard copy to support the consultation (information is still available on the project website in the document library). These included the Project Background Document, Community Newsletter 2024, PEIR, 2024 Design Development Report, 2024 Strategic options Backcheck and Review, 2023 Non-Statutory Consultation Feedback Report, Interactive Project Map, Consultation notices, SoCC, Feedback Questionnaire, Section 47 and Section 48 notices.
69	Applicants will often also require detailed technical advice from consultees, and it is likely that their input will be of the greatest value if they are consulted when project proposals are fluid, followed up by confirmation of the approach as proposals become firmer. In principle, therefore, Applicants should undertake initial consultation as soon as there is sufficient detail to allow consultees to understand the nature of the project properly.	Consultation with key stakeholders began at an early stage of the Project development when there was sufficient time to allow consultees to understand the nature of the Project properly, including during the 2022 non-statutory consultation for the proposed draft Project where information on the proposed Project's evolution was presented. The published material was extensive and allowed consultees to understand the evolution of the proposed Project and to provide feedback to help shape it before any decisions were taken. Stakeholders were also engaged at an early stage of the process to discuss points raised in the Scoping Opinion and to reach an agreement on these matters and further comments received. Local communities, local authorities, statutory consultees and other stakeholders were engaged throughout the development of this Project. Since the first non-statutory consultation held in 2022, a second non-statutory consultation was held in 2023 which demonstrated how the Project had developed. More information about the non-statutory consultations can be found in **Chapters 5** and **6** of this report. Further details about the engagement with communities during the 2024

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		statutory consultation can be found in **Chapter 9** of this report, and 2025 targeted consultations in **Chapter 10** of this report. More information about consultation and engagement with landowners during the 2025 further landowner consultation can be found in **Chapter 11** of this report. A full list of the consultation carried out with key stakeholders to date and a summary of the matters discussed in relation to the ES is provided within the ES Appendix (application documents 6.5.A1).
70	To manage the tension between consulting early but also having project proposals that are firm enough to enable consultees to comment, Applicants are encouraged to consider an iterative, phased consultation consisting of two (or more) stages, especially for large projects with long development periods.	National Grid held a non-statutory consultation between 21 April 2022 until 16 June 2022, the report is provided in **Appendix B** of this report. National Grid held another non-statutory consultation between 27 June 2023 until 21 August 2023, the report is provided in **Appendix C** of this report. Statutory consultation was held between 10 April and 26 July 2024. More information can be found in **Chapter 8** of this report. Three targeted consultations were held in 2025: • Norfolk and Suffolk (non-statutory) between 30 January 2025 until 3 March 2025; • Essex and Thurrock (non-statutory) between 25 February until 27 March 2025; and • Thurrock 3 (statutory) between 18 March until 17 April 2025. More information about the 2025 targeted consultations can be found in Chapter 10 of this report. National Grid also undertook further landowner consultation between 5 June and 22 August 2025. More information can be found in **Chapter 11** of this report.

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71	Where an iterative consultation is intended, it may be advisable for Applicants to carry out the final stage of consultation with persons who have an interest in the land once they have worked up their project proposals in sufficient detail to identify affected land interests.	Following the conclusion of each consultation National Grid continued to develop the Project and identified amendments to the draft Order Limits. National Grid undertook targeted consultations in January to March 2025 with affected Section 42(1)(d) consultees as required due to the changes to the draft Order Limits and where interests in land were identified after the conclusion of consultation. See **Chapter 10** of this report for more information. National Grid also undertook further landowner consultation from 5 June to 22 August 2025 with affected Section 42(1)(d) consultees. See **Chapter 11** of this report for more information.
72	Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project.	The statutory consultation ran for 15 weeks from 10 April 2024 to 26 July 2024, allowing adequate time for consultees to respond to the statutory consultation.
73	Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the project proposals have changed very substantially.	The project did not change very substantially following the statutory consultation so, it was not necessary to repeat the community wide statutory consultation under Section 47 of the PA 2008 and as set out in the statutory consultation SoCC. **Chapter 10** of this report describes the targeted consultations that took place in 2025 as follows: • Norfolk and Suffolk (non-statutory) between 30 January 2025 until 3 March 2025; • Essex and Thurrock (non-statutory) between 25 February until 27 March 2025; and • Thurrock 3 (statutory) between 18 March until 17 April 2025. The Section 47 notice was republished for the statutory Thurrock 3 targeted consultation. **Chapter 11** of this report describes the further landowner consultation
75	If the application only changes to a small degree, or if the change only affects part of the development, then it is not necessary for an Applicant to undertake a full re-consultation. Instead, the Applicant should ensure that all affected statutory consultees and local communities are informed of the changes.	

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		undertaken in June to August 2025 after targeted consultation.
74	Where a proposed application changes to such a large degree that the proposals could be considered a new application, the legitimacy of the consultation already carried out could be questioned.	This is not applicable.
76	In circumstances where a particular issue has arisen during the pre-application consultation, or where it is localised in nature, it may be appropriate to hold a non-statutory, targeted consultation. A developer's Statement of Community Consultation should be drafted so that it does not preclude this approach. A more bespoke approach can be adopted, which may allow developers to respond with more agility to the issue at hand. If adopting this approach, the emphasis should be on ensuring that relevant individuals and organisations are included.	The SoCC included the following statement in Section 6.3.1 Further Consultation; '6.3.1 If, following the statutory consultation, National Grid considers it is necessary to undertake further statutory consultation, this would be undertaken, so far as relevant, practicable and proportionate, in accordance with the principles and methods set out in this SoCC or any update to it.'
77	Consultation should also be fair and reasonable for Applicants as well as communities. To ensure that consultation is fair to all parties, Applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.	Prior to each non-statutory and statutory consultation periods, a consultation zone was agreed with the relevant LPAs, to ensure that the consultation process was proportionate to potential impacts of the Project in the relevant areas. National Grid made communities aware of the statutory consultation through methods detailed in Chapter 8 of this report. The variety of methods carried out were proportionate and were able to accommodate anticipated levels of interest in the project. Chapter 8 of this report also details consultation with the relevant LPAs, as statutory consultees. All feedback received to the consultation, including that from the LPAs, has been analysed and the headline issues are presented in Chapter 9 of this report.

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The consultation report and responding to consultees		
78	Applicants are required under Section 37 of the PA 2008 to produce a consultation report alongside their application, which details how they have complied with the consultation requirements set out in the PA 2008.	This Consultation Report has been prepared in fulfilment of s37(3)(c) of the PA 2008. The 2022 Non-Statutory Consultation Report is available in **Appendix B** of this report and the 2023 Non-Statutory Consultation Report is available in **Appendix C** of this report.
80	The consultation report should: provide a general description of the consultation process undertaken, which can helpfully include a timeline;	**Chapter 1** of this report provides the overview of the process for consultation, including the timeline.
	set out specifically what the Applicant has done in compliance with the requirements of the PA 2008, relevant secondary legislation, this guidance, and any relevant policies, guidance or advice published by Government or the Inspectorate;	**Chapter 4** of this report provide details of compliance with legislation, guidance and relevant policies.
	set out how the Applicant has taken account of any response to consultation with local authorities on what should be in the Applicant's Statement of Community Consultation;	**Appendix E** of this report sets out the regard National Grid had to comments on both informal and formal consultation for the SoCC.
	set out a summary of relevant responses to consultation (but not a complete list of responses);	Responses have been thematically presented within this report with National Grid's response to those matters raised. See **Chapter 9** of this report.
	provide a description of how the application was informed and influenced by those responses, outlining any changes made as a result and showing how significant relevant responses will be addressed;	**Chapters 5, 6, 9** and **10** of this report describe how the proposals developed following the non-statutory consultations and how these were taken into consideration for statutory consultation.
	provide an explanation as to why responses advising on major changes to a project were not followed, including advice from statutory consultees on impacts;	**Chapters 9** and **10** of this report describe how the proposals developed including changes made following statutory and targeted consultations and how these were taken into consideration. **Chapters 9** and **10** of this report also provide an overview of National Grid's responses to issues raised as part of the statutory and targeted consultations. It sets out details of all change requests

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		including reasons why changes have, or have not, been made.
	where the Applicant has not followed the advice of the local authority or not complied with this guidance or any relevant Advice Note published by the Inspectorate, provide an explanation for the action taken or not taken; and	National Grid complied with the advice of the LPAs in the development of the SoCC and that of the relevant Advice Note.
	be expressed in terms sufficient to enable the Secretary of State to understand fully how the consultation process has been undertaken and significant effects addressed. However, it need not include full technical explanations of these matters.	This Consultation Report details how consultations (non-statutory and statutory) and engagement have shaped the Project pre-submission.
81	It is good practice that those who have contributed to the consultation are informed of the results of the consultation exercise; how the information received by Applicants has been used to shape and influence the project; and how any outstanding issues will be addressed before an application is submitted to the Inspectorate.	Following the 2022 non-statutory consultation, National Grid sent a Project update newsletter in February 2023 setting out headline findings from the consultation. The Project update newsletter is available on the Project website. Following the 2023 non-statutory consultation, National Grid published a Post Consultation Update in December 2023 setting out headline findings from the consultation. The Post Consultation Update is available on the Project website. Following the 2024 statutory consultation, National Grid sent a Community Newsletter in January 2025 setting out headline findings from the consultation. The Community Newsletter is available on the Project website and in **Appendix I** of this report. A consultation feedback report was also published for each of the non-statutory consultations. The reports are available on the Project website and in Appendix B and **Appendix C** of this report.
82	As with the consultation itself, it is likely that different audiences will require different levels of information. The local community may be particularly interested in what the collective view of the community is and how this has	The consultation materials were produced to reflect the audiences with whom National Grid was consulting. A number of documents were published at the launch of the statutory consultation,

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	been taken into account. Consultees with highly technical interests may seek more detailed information on what impacts and risks have been mitigated or managed.	including technical reports (describing the process undertaken and decision made during the design of the project), and consultation materials. National Grid ensured that the content of the materials was sufficient information available to ensure people and organisations understand and can comment on any aspect of the Project's development and design. For consultees requiring more technical information the PEIR and Non-technical Summary (NTS) of the PEIR provided a snapshot of the environmental survey work and assessment work that had taken place to date. Within this report, feedback from the community and statutory stakeholders has been grouped into the geographical sections (from the feedback questionnaire) and headline issues and reported on that basis (See **Chapter 9** of this report).
83	The consultation report may not be the most appropriate format in which to respond to the points raised by various consultee groups and bodies. Applicants should therefore consider producing a summary note in plain English for the local community setting out headline findings and how they have been addressed, together with a link to the full consultation report for those interested. If helpful, this could be supplemented by events in the local area.	Following the 2022 non-statutory consultation, National Grid sent a Project update newsletter in February 2023 setting out headline findings from the consultation. The Project update newsletter is available on the Project website. Following the 2023 non-statutory consultation, National Grid published a Post Consultation Update in December 2023 setting out headline findings from the consultation. The Post Consultation Update is available on the Project website. Following the 2024 statutory consultation, National Grid sent a Community Newsletter in January 2025 setting out headline findings from the consultation. The Community Newsletter is available on the Project website and in **Appendix I** of this report. A consultation feedback report was also published for each of the 2022 and 2023

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		non-statutory consultations. Both reports are available in **Appendix B** of this report and **Appendix C** of this report. This report has been designed to enable the local community and consultees to find the headlines within each geographical section of the Project, and how they have been addressed. A summary of how this has been done is included at the beginning of this report in the Consultation Report Guidance section, **Chapter 9** of this report details responses to feedback from the Statutory Consultation. The feedback has been grouped into locations along the Project. Responses have also been grouped into headline issues for ease of finding specific items (such as Agricultural, Construction, Environmental, etc). Each row of feedback and response contains a unique reference number, 'X' marks to indicate which stakeholder type the feedback came from, a 'Y'/'N' box that clearly demonstrates whether a change to the design has been made and reasons why changes have, or have not, been made.
84	A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The Applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue engagement with these bodies on an individual basis.	As part of the design process and assessment of effects, all feedback received during the consultation stages has been carefully considered. Where feedback has been technical in nature, additional engagement has been undertaken and has informed the project design and content of the ES (or other documents as appropriate). This report explains how feedback received has been taken into account, cross-referring to further information contained in other documents such as the ES Appendix (application document 6.5.A1) where appropriate. The consultee responses received did not identify any bodies or organisations

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		that were not already consulted during the statutory consultation.
Environmental Impact Assessment (EIA)		
90	At an early stage the Applicant needs to either inform the Secretary of State of their intention to submit an environmental statement along with its application, or where the developer is unsure whether an environmental statement is needed, that they intend to seek a screening opinion.	The Project is an 'EIA Development'. On 4 November 2022, National Grid submitted a Scoping Report to the SoS for Business, Energy and Industrial Strategy, to inform the EIA for the Project. Within the Scoping Report, National Grid gave formal written notification under Regulation 8(1)(b) of the EIA Regulations 2017 that it considers the Project will require (and that National Grid will in due course provide) an ES in respect of the Project and it is considered to be an 'EIA Development'. A scoping opinion for the Project was adopted by the PINs (on behalf of the SoS) on 14 December 2022 having consulted with the relevant consultation bodies in accordance with Regulation 10(6) of the EIA Regulations 2017. The Section 48 notice (included with the Section 46 notification) confirmed an ES would be prepared and submitted as part of the submission of an application for development consent. PINs were aware at an early stage that National Grid intended to submit an ES along with the DCO application.
91	The applicable EIA regulations prescribe as follows: • Regulation 10 requires that the Applicant's Statement of Community Consultation must state whether the project falls within the scope of the Directive, and, if it does, how the Applicant intends to publicise and consult on the preliminary environmental information (see paragraphs 93 and 94) for requirements in relation to preliminary environmental information); and	Paragraph 1.1.2 of the SoCC states: '1.1.2 National Grid expects the proposed Project to be classified as a Nationally Significant Infrastructure Project ("NSIP") and requires consent from the Secretary of State for Energy Security and Net Zero (the "SoS") via a Development Consent Order ("DCO"). This document has been prepared in line with Section 47(1) of the Planning Act 2008 ("the Planning Act"), which requires Applicants to prepare a statement explaining how they will consult with people living in the vicinity of the land

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		where the Project is proposed to be located, from here called “the local community” about the proposed application, and to carry out pre-application consultation in accordance with this statement. As the proposed Project is an Environmental Impact Assessment (“EIA”) development, this SoCC therefore also sets out how National Grid intends to publicise and consult on the preliminary environmental information, in accordance with regulation 12 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (“the EIA Regulations”).’
	• Regulation 11 requires that publicity of project proposals under Section 48 of the PA 2008 must also encompass the requirements of the EIA process and at the time of publishing the proposed application, Applicants must notify all environmental consultation bodies.	National Grid consulted environmental consultees as required by Section 42(1)(a). In line with Advice Note Seven (PINs), National Grid published a PEIR alongside the consultation material. This presented the likely significant effects of the Project to enable consultees to develop an informed view of the Project and its effects so that they could provide detailed comments on the design and mitigation of the Project.
92	To ensure consultation is meaningful, the pre-application consultation process for major infrastructure projects encourages Applicants to give consultees as much information as possible on the characteristics of the proposed project. However, it may not be possible for Applicants to share their environmental statements during the consultation process. It may also not be the most appropriate way to present the potential environmental impacts and mitigation steps.	National Grid included a PEIR and NTS of the PEIR in the documents published for the purposes of the statutory consultation to give consultees as much information as possible on the characteristics of the Project.
Preliminary Environmental Information (PEI)		
93	For the pre-application consultation process, Applicants are advised to include sufficient preliminary environmental information to enable consultees to develop an informed view of the project. The information required may be different for different types and sizes	National Grid produced a PEIR which was prepared in accordance with The Planning Inspectorate’s Advice Note 7: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental

Para	Guidance	Comment
	of projects. It may also vary depending on the audience of a particular consultation. The preliminary environmental information is not expected to replicate or be a draft of the environmental statement. However, if the Applicant considers this to be appropriate (and more cost-effective), it can be presented in this way. The key issue is that the information presented must provide clarity to all consultees. Applicants should be careful not to assume that non-specialist consultees would not be interested in any technical environmental information. It is therefore advisable to ensure access to such information is provided during all consultations.	Statements (Planning Inspectorate, 2020). The purpose of the PEIR was to give consultees an understanding of the potential likely significant effects (positive or negative) to enable them to prepare well-informed responses to the statutory consultation. The PEIR provided the available environmental information and the results of the preliminary assessments of any likely significant effects of the Project. Each technical chapter of the PEIR has a section called 'Preliminary Assessment Key Parameters and Assumptions' which set out the assumptions. It is then followed by 'Further Assessment' which said what else would be done as part of the ES. A NTS of the PEIR was also produced. The PEIR and NTS of the PEIR were available: to download in the document library of the Project website; as a paper copy upon request; at the inspection locations listed in **Table 8.11** of this report; and at public information events listed in **Table 8.10** of this report.
95	When considering whether a project has the potential to significantly affect the integrity of certain European protected wildlife sites, the Applicant must provide a report which should include the site(s) that may be affected, together with sufficient information to enable the Secretary of State, as decision maker, to conclude whether an appropriate assessment is required, and, if so, to undertake such an assessment.	National Grid has prepared a Habitats Regulations Assessment (HRA) Report which is included within the application for development consent (application document 5.3). This provides the information required for the SoS to undertake an appropriate assessment.
96	It is the Applicant's responsibility to consult with the relevant statutory bodies and, if they consider it necessary, with any relevant non-statutory nature conservation bodies, in order to gather evidence for such a report (to support a Habitats Regulations Assessment).	National Grid consulted with Natural England on the preparation of the HRA Report (application document 5.3) and provided Natural England with a draft HRA Report. The HRA Report identifies the other organisations that were

Para	Guidance	Comment
	This consultation should take place as early as possible in the pre-application process. One way of doing this is for an Applicant to agree an evidence plan. The Planning Inspectorate can also comment on the Applicant's draft report in advance of formal submission of the application if it is provided in good time. Further advice on Habitats Regulations Assessments for major infrastructure projects is available from the Inspectorate's Advice Note 10.	consulted when gathering data and evidence to produce the assessment.

4.3 Compliance with PA 2008 pre-application stage for Nationally Significant Infrastructure Projects (April 2024)

4.3.1 New guidance was published on 30 April 2024, however as statutory consultation had commenced on 10 April prior to the new guidance coming into force, National Grid complied with the 2024 amendments. **Table 4.2** of this report sets out how National Grid has complied with the guidance PA 2008: Pre-application stage for Nationally Significant Infrastructure Projects (April 2024).

Table 4.2 How National Grid has Complied with PA 2008 pre-application stage for Nationally Significant Infrastructure Projects (April 2024)

Para	Guidance	Comment
What is the purpose of the pre-application stage?		
004	The overriding objective of this guidance is to encourage a pre-application process which is effective and proportionate to the nature of the proposed project. This must ensure that the legal requirements of the Planning Act and the EIA Regulations 2017 are met, particularly involving consultation stages and the early consideration of alternatives. At the same time, pre-application processes should not be unnecessarily time-consuming and burdensome for the Applicant, consultees and communities affected by the proposal.	National Grid provided a range of engagement methods and communication channels to promote the Project and ensure that consultation was appropriate to the scale and nature of the Project and where its impacts will be experienced. These included the Project website, online webinars, public information events, inspection points and targeted stakeholder meetings to support and promote the consultation along the proposed route. Further details of these methods can be found in **Chapter 8** of this report.
		National Grid conducted a thorough, effective and proportionate consultation. The period provided to comment for consultation under Section 42, Section 47 and Section 48 of the

Para	Guidance	Comment
		PA 2008 was greater than the required 28 calendar days. The 2022 non-statutory consultation ran for eight weeks between 21 April 2022 until 16 June 2022. The 2023 non-statutory consultation ran for eight weeks between 27 June 2023 until 21 August 2023. The statutory consultation ran for 15 weeks between 10 April 2024 and 26 July 2024 to provide a sufficient period of time for responses. Targeted consultation took place over three stages, as follows: Norfolk and Suffolk targeted non-statutory community consultation and consultation of PILs ran for 32 days between 30 January and 3 March 2025. Essex and Thurrock targeted non-statutory community consultation and consultation of PILs ran for 30 days between 25 February and 27 March 2025. Thurrock 3 targeted statutory community consultation and consultation of PILs ran for 30 days between 18 March and 17 April 2025. The targeted non-statutory community consultations were conducted in accordance with the principles of the PA 2008. The targeted statutory community consultation and consultation of PILs (at each targeted consultation stage) was conducted in accordance with the requirements of the of the PA 2008 and in accordance with the SoCC and PA 2008: Pre-application stage for Nationally Significant Infrastructure Projects (April 2024). Further landowner consultation took place as follows: Consultation with newly identified Category 1 and 2 PILs took place between 5 June and 18 July 2025, for 43 days; Consultation with previously consulted Category 1 and 2 PILs took place between 18 June and 18 July 2025, for 30 days; and

Para	Guidance	Comment
		Consultation with Category 3 PILs took place between 10 July and 22 August 2025, for 43 days. Further landowner consultation was conducted in accordance with the requirements of the PA 2008 and PA 2008: Pre-application stage for Nationally Significant Infrastructure Projects April 2024). Each round of consultation was in excess of the 28 day minimum consultation period. This allowed; Consultees to engage with National Grid one or more times; Consultees to visit an information event (face-to-face or webinar); Facilitation of invitation requests to attend community events (where applicable); and Consultees time to complete the response form.
How is the pre-application stage structured?		
005	The pre-application stage includes work that an Applicant will undertake to prepare their application through to its submission to the Planning Inspectorate. Key statutory milestones during pre-application include: • consultation on, and publication of, a Statement of Community Consultation (SoCC); • where applicable, preparation of a screening opinion, scoping opinion and preliminary environmental information associated with any Environmental Statement to be submitted as part of the application; • notification of the proposed application to the Planning Inspectorate acting on behalf of the Secretary of State; • statutory consultation with specified bodies, any persons with interests in the affected land, and communities; • preparation of a consultation report; and	National Grid prepared, consulted on, and published a SoCC which set out how it proposed to consult the community in accordance with Section 47 of the PA 2008. LPAs were consulted on the SoCC during an informal consultation period from 2 December 2024 and 5 January 2024 and during a formal consultation period between 2 March 2024 and 2 April 2024. The final SoCC was made available online on the Project website at the start of statutory consultation on 10 April 2024. National Grid prepared a scoping opinion, which was adopted by the SoS on 14 December 2022, a PEIR which was consulted on as part of the 2024 statutory consultation, and an ES. National Grid notified he PINs under Section 46 of the PA 2008 of the Project. Statutory consultation took place between 10 April 2024 and 26 July 2024. Specified bodies, PILs and communities were consulted in accordance with Section 42 and Section 47 of the PA 2008.

Para	Guidance	Comment
	• submission of the application documentation to the Planning Inspectorate.	National Grid prepared this consultation report under Section 37(7) of the PA 2008. The report provides details of: • How the Applicant carried out consultation in compliance with Section 42, Section 47 and Section 48 of the PA 2008 in relation to the proposed application; • Any relevant responses (within the meaning of Section 49(3) of the PA 2008; and • How the Applicant has had regard to any relevant responses (as per Section 49(3) of the PA 2008. National Grid will submit all application documentation to the PINs.
The pre-application consultation process		
006	During the pre-application stage an Applicant must:	
	• notify the Planning Inspectorate acting on behalf of the Secretary of State of the proposed application on or before commencing statutorily required consultation under Section 46 of the Planning Act, principally with statutory bodies, local authorities and persons with interests in the land;	1) The Section 46 letter was issued on 8 April 2024 and a copy can be found in **Appendix D** of this report.
	• notify the Planning Inspectorate on behalf of the Secretary of State that they intend to provide an Environmental Statement in respect of the proposed development, or that they will be asking the Planning Inspectorate on behalf of the Secretary of State to adopt a screening opinion ahead of submitting the application (Regulation 8 of the EIA Regulations 2017); this should be informed by early engagement with interested parties before formal consultation under Section 42 of the Planning Act;	2) National Grid identified that the project requires an EIA during the pre-application stage and submitted a Scoping Report to PINs on 4 November 2022. A scoping opinion for the Project was adopted by PINs on 14 December 2022. See **Appendix E** of this report. 3) Paragraph 5.2.4 of the SoCC also confirms that the project is an EIA development and confirms publicity and consultation activities regarding the PEIR. 4) An ES is provided in Volume 6 (application documents 6.1 to 6.21) of the DCO application.

Para	Guidance	Comment
	• prepare a statement in consultation with the relevant local authority or authorities, commonly termed the Statement of Community Consultation ("SoCC"), which describes how the Applicant proposes to consult the local community about their project and then carry out consultation in accordance with that statement, as required by Section 47 of the Planning Act and Regulation 12 of the EIA Regulations 2017;	5) National Grid prepared a SoCC in accordance with Section 47 of the Planning Act and Regulation 12 of the EIA Regulations 2017. 6) A draft SoCC was provided to 13 LPAs on 1 December for informal review. The informal period of consultation on the SoCC started on 2 December 2023 until 5 January 2024. And the formal period from 2 March 2024 and 2 April 2024. The statutory consultation was compliant with the SoCC. **Section 8.10** of this report details how statutory consultation was undertaken in accordance with the SoCC.
	• make the SoCC available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land where the development is proposed, publishing the statement and a newspaper notice stating where and when the statement can be inspected, as required by Section 47 of the Planning Act;	In accordance with Section 47(6)(a) the SoCC was made available online on the Project website, in line with the changes to certain publicity requirements introduced by the Infrastructure Planning (Publication and Notification of Applications etc.) (Amendment) Regulations 2020, at the start of the statutory consultation period on 10 April 2024. Reference copies were available at 24 inspection points along the route and at public events. A list of inspection points can be found in **Chapter 8** of this report. Printed or alternative format copies were available on request. In accordance with Section 47(6)(b) the SoCC Section 47 notice was published in the following newspapers circulating in the vicinity of the Project: • East Anglian Daily Times – 10 April 2024 • Eastern Daily Press – 10 April 2024 • London Gazette – 10 April 2024 • The Guardian – (an incorrect version was published on 10 April 2024. The corrected version was published on 17 April 2024) • Essex Chronicle – 11 April 2024 A copy of the newspaper notices can be found in **Appendix H** of this report.

Para	Guidance	Comment
	• identify and consult statutory consultees, local authorities and all persons with land interests as required by Section 42 of the Planning Act and Regulation 3 and Schedule 1 to the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) ("the APFP Regulations 2009");	National Grid identified and consulted as required by Section 42 of the PA 2008.
	• publicise the proposed application in accordance with Section 48 of the Planning Act, Regulation 13 of the EIA Regulations 2017 and Regulation 4 of the APFP Regulations 2009;	The Section 48 notice was published in three local newspapers for two consecutive weeks, a national paper for one week and the London Gazette for one week. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** and the Section 48 notice was republished detailing the consultation extension in the same newspapers. See **Appendix H** of this report for details.
	• set a deadline for consultation responses required by Section 42 of the Planning Act of not less than 28 days from the day after receipt of the consultation documents as required by Section 45 of the Planning Act;	Statutory consultation was held between 10 April 2024 until 26 July 2024 for a period of 15 weeks. During the General Election, the consultation period was extended five weeks to allow the public to have time to respond to the consultation.
	• have regard to relevant responses to publicity and consultation required by Section 49 of the Planning Act;	National Grid's response to publicity and consultation for the 2022 non-statutory consultation can be found in **Chapter 5** of this report and in **Appendix B** of this report. National Grid's response to publicity and consultation for the 2023 non-statutory consultation can be found in **Chapter 6** of this report and in **Appendix C** of this report. National Grid's response to publicity and consultation for the statutory consultation can be found in **Chapter 9** of this report. National Grid's response to publicity and consultation for the targeted consultations undertaken between January and April 2025 can be found in **Chapter 10** of this report. National Grid's response to consultation for the further landowner consultations undertaken between June and August 2025 can be found in **Chapter 11** of this report.

Para	Guidance	Comment
	• prepare a consultation report showing how the Applicant has met the consultation requirements of sections 42, 47 and 48 of the Planning Act and how the proposed application has been amended to take account of the relevant responses;	This Consultation Report (application document 5.1) is submitted as part of the application for development consent.
	• meet the requirements of Section 37 of the Planning Act by submitting this consultation report to the Planning Inspectorate acting on behalf of the Secretary of State with the application for development consent for consideration in the decision whether the application is accepted for examination; and	
	• have regard to this guidance as required by Section 50 of the Planning Act.	National Grid has complied with Section 50 of the PA 2008 guidance on pre-application consultation, evidenced in this table.
What is the timescale for pre-application and when does it start?		
007	Applicants will normally carry out preparatory work of project development, including informal early engagement with local communities, local authorities and statutory consultees prior to the formal start of the pre-application stage of the NSIP consenting process. There is no prescribed period of time for the pre-application stage. The amount of work involved in preparation and consultation will vary, driven by the complexity of the proposed NSIP, the time necessary to address issues raised in the preparation of the application, and other factors including any surveys necessary for an environmental impact assessment.	**Chapters 5** and **6** of this report provides an overview of the pre-application consultations. Throughout the lifetime of the Project, our proposals have developed through consultation with local communities, landowners and businesses and stakeholders. Consultations commenced well in advance of the proposed DCO application date, allowing time for consultees to understand and meaningfully contribute to the design of the proposals. The four stages held between 2022 and 2025 provided consultees with the opportunity to influence the Project. Commencing consultation early has allowed the Project to be informed by the public and all consultees throughout the design process, while being sufficiently developed to provide some detail on what is being proposed. More details of the consultation process can be found in Chapter 3 of this report. At statutory consultation, the Project information was available online and in hard copy to support the consultation (information

Para	Guidance	Comment
		is still available on the project website in the document library). These included the Project Background Document, Community Newsletter 2024, PEIR, 2024 Design Development Report, 2024 Strategic options Backcheck and Review, 2023 Non-Statutory Consultation Feedback Report, Interactive Project Map, Consultation notices, SoCC, Feedback Questionnaire, Section 47 and Section 48 notices.
Environmental Impact Assessment		
011	Major infrastructure projects will normally be of a size, scale and nature that they will constitute Environmental Impact Assessment (EIA) development described within the terms of the EIA Regulations 2017. An Applicant cannot begin to carry out statutory consultation under Section 42 of the Planning Act until they have taken the necessary steps under Regulation 8 of the EIA Regulations 2017 to establish whether an EIA is required. Where the proposed development is determined to be EIA development, an Applicant will need to submit an Environmental Statement along with their application. Although it is not mandatory, an Applicant can request the Planning Inspectorate on behalf of the Secretary of State to provide an opinion on the scope of the Environmental Statement (the 'scoping opinion') i.e. what the assessment does, and does not, need to consider. Such a request must be accompanied by the information provided by the Applicant required by Regulation 10 of the EIA Regulations 2017 in order that the Planning Inspectorate can make a fully informed view and respond within 42 days	The Project is an 'EIA Development'. On 4 November 2022, National Grid submitted a Scoping Report to the SoS for Business, Energy and Industrial Strategy, to inform the EIA for the Project. Within the Scoping Report, National Grid gave formal written notification under Regulation 8(1)(b) of the EIA Regulations 2017 that it considers the Project will require (and that National Grid will in due course provide) an ES in respect of the Project and it is considered to be an 'EIA Development'. A scoping opinion for the Project was adopted by PINs (on behalf of the SoS) on 14 December 2022 having consulted with the relevant consultation bodies in accordance with Regulation 10(6) of the EIA Regulations 2017. The Section 48 notice (included with the Section 46 notification) confirmed an ES would be prepared and submitted as part of the submission of an application for development consent. PINs were aware at an early stage that National Grid intended to submit an ES along with the DCO application.
011	Regulations 11 to 13 of the EIA Regulations 2017 set out the pre-application publicity and consultation requirements for the EIA process pursuant to sections 47 and 48 of the	Noted – comments on regulations 11 to 13 in rows that follow.

Para	Guidance	Comment
	Planning Act. Where there are obligations upon the Secretary of State, these are carried out by the Planning Inspectorate:	
	Regulation 11 of the EIA Regulations 2017 requires the Secretary of State to notify the prescribed consultation bodies of their duty to consult with the Applicant and make any information relevant to the preparation of the Environmental Statement available to the Applicant (if requested to do so by the Applicant). It also requires the Secretary of State to provide the Applicant with a list of those notified consultation bodies;	National Grid was provided with a list of those notified consultation bodies. The full list is available in **Chapter 12** of this report.
	Regulation 12 of the EIA Regulations 2017 requires that the Applicant's SoCC must state whether the project constitutes EIA development and, if it does, how the Applicant intends to publicise and consult on preliminary environmental information (PEI); and	Paragraph 1.1.2 of the SoCC states: '*1.1.2 National Grid expects the proposed Project to be classified as a Nationally Significant Infrastructure Project ("NSIP") and requires consent from the Secretary of State for Energy Security and Net Zero (the "SoS") via a Development Consent Order ("DCO"). This document has been prepared in line with Section 47(1) of the Planning Act 2008 ("the Planning Act"), which requires Applicants to prepare a statement explaining how they will consult with people living in the vicinity of the land where the Project is proposed to be located, from here called "the local community" about the proposed application, and to carry out pre-application consultation in accordance with this statement. As the proposed Project is an Environmental Impact Assessment ("EIA") development, this SoCC therefore also sets out how National Grid intends to publicise and consult on the preliminary environmental information, in accordance with regulation12 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ("the EIA Regulations").*'

Para	Guidance	Comment
	Regulation 13 of the EIA Regulations 2017 requires that publicity of project proposals under Section 48 of the Planning Act must also encompass the requirements of the EIA process and at the time of publishing the proposed application, Applicants must notify all the notified consultation bodies.	National Grid consulted environmental consultees as required by Section 42(1)(a). In line with Advice Note Seven (PINs), National Grid published a PEIR alongside the consultation material. This presented the likely significant effects of the Project to enable consultees to develop an informed view of the Project and its effects so that they could provide detailed comments on the design and mitigation of the project.
	Applicants need to give consultation bodies sufficient information about the characteristics of the proposed NSIP in order to enable them to respond in an effective and timely way about the likely environmental effects and avoid unnecessary delay. Applicants should discuss providing digital material where possible with relevant statutory consultees. Part 6 of the Levelling-up and Regeneration Act 2023 contains provisions to replace the current Strategic Environmental Assessment (SEA) and EIA requirements with a new regime of Environmental Outcome Reports (EOR). Until the EOR regulations are in place to commence this new regime, the existing arrangements for environmental assessment remain in place and this guidance should be followed accordingly.	National Grid included a PEIR and NTS of the PEIR in the documents published for the purposes of the statutory consultation to give consultees as much information as possible on the characteristics of the Project. The PEIR details the environmental information and the results of the preliminary assessments of any likely significant environmental effects of the Project. Each technical chapter has a section called 'Preliminary Assessment Key Parameters and Assumptions' which sets out the assumptions. It is then followed by 'Further Assessment' which says what else will be done as part of the ES. The PEIR was available to download from the Project website, to view at the inspection locations and available on request.
Preliminary Environmental Information (PEI)		
012	Where an NSIP is determined to be EIA development in line with Regulation 8 of the EIA Regulations 2017 the Applicant is required by Regulation 12 of the EIA Regulations 2017 to publish sufficient Preliminary Environmental Information (PEI) to enable consultees to develop an informed view of the likely significant environmental effects of the proposed development. The information required will be different for different types and sizes of projects and it may also vary	National Grid produced a PEIR which was prepared in accordance with The Planning Inspectorate's Advice Note 7: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements (Planning Inspectorate, 2020). The purpose of the PEIR was to give consultees an understanding of the potential likely significant effects (positive or negative) to enable them to prepare well-informed responses to the statutory consultation.

Para	Guidance	Comment
	depending on the audience of a particular consultation. Applicants are advised to consult any relevant existing environmental assessments or survey information, in the first instance to get an idea of what environmental effects could arise. The key issue is that the information presented must be clear to all consultees, even if it is of specialised technical nature. As required by Schedule 4 of the EIA Regulations 2017 any difficulties or areas of uncertainty such as in data collection, forecasting methods or scientific knowledge must be identified and acknowledged. There is no prescribed format for PEI. However, depending on the availability of material, Applicants are encouraged to prepare this as an early draft of the Environmental Statement and include it as such as part of the statutory consultation under sections 42, 47 and 48 of the Planning Act. If Applicants decide to take a different approach, they should be clear with consultees about the status of the PEI. In any event, Applicants will need to maintain close dialogue with statutory consultees throughout the pre-application period. The provision of PEI can help statutory consultees to understand the environmental effects of the development and may assist in the identification and addressing of potential issues at an early stage in the pre-application process.	The PEIR provides the available environmental information and the results of the preliminary assessments of any likely significant effects of the Project. Each technical chapter has a section called '*Preliminary Assessment Key Parameters and Assumptions'* which sets out the assumptions. It is then followed by '*Further Assessment*' which said what else would be done as part of the ES. A NTS of the PEIR was also produced. The PEIR and NTS were available: • to download in the document library of the Project website; • as a paper copy upon request; • at the inspection locations listed in **Table 8.11**; and • at public information events listed in **Table 8.10.**
Habitat Regulations Assessment (HRA)		
013	The Habitats Regulations provide for the designation of sites for the protection of certain species and habitats. When considering whether a proposed NSIP has the potential to significantly affect the integrity of such sites, the Applicant must provide a report as required by Regulation 5(2)(g) of the APFP Regulations 2009.	National Grid has prepared a Habitats Regulations Assessment (HRA) Report which is included within the application for development consent (application document 5.3). This provides the information required for the SoS to undertake an appropriate assessment.

Para	Guidance	Comment
	This must include the site(s) that may be affected, together with sufficient information to enable the relevant Secretary of State, as decision maker, to conclude whether an appropriate assessment is required under the Habitats Regulations, and, if so, to undertake such an assessment.	
013	As NPSs reiterate, it is the Applicant's responsibility to provide all the material and evidence as part of the application to enable the Secretary of State to carry out their statutory obligations. Where the Applicant is of the view that there are no likely significant effects, this is best presented in the form of a report which contains all the material necessary to justify the conclusions reached, and evidence of the extent of agreement with statutory nature conservation bodies (SNCBs). One way of doing this is for an Applicant to agree an evidence plan with the SNCBs to support a HRA where there are extensive or complex issues. The Planning Inspectorate can also comment on the Applicant's draft HRA report if agreed as part of the pre-application service in advance of formal submission of the application. Applicants must therefore build in sufficient time during the pre-application stage to consult with the SNCBs and, if they consider it appropriate, with any relevant non-statutory nature conservation bodies, in order to gather the necessary evidence and material.	National Grid has consulted with Natural England on the preparation of the HRA Report (application document 5.3). The HRA Report identifies the other organisations that were consulted when gathering data and evidence to produce the assessment.
016	The strong expectation is that Applicants of proposed NSIPs will act reasonably in engaging with landowners, and likewise landowners will cooperate with Applicants to provide them with the information that they need and facilitate access to their land as required, even if they object to the principle of the development. Such cooperation does not preclude, remove or reduce any of the landowner's rights to participate in the consultation on an	National Grid consulted with landowners and all persons identified under Section 44, being PILs affected by the Project. The Applicant sent a letter informing of the consultation to the Section 42(1)(d) and Section 44 consultees. The letter was sent to 5,016 PILs in the week commencing 8 April 2024.

Para	Guidance	Comment
	application or make representations about it during the examination.	As new PILs were identified, they were written to. More information available in Section 8.7 of this report. The consultation was extended by five weeks following the announcement of the General Election. A letter detailing the extension, including the new consultation deadline was sent to the Section 42(1)(d) and Section 44 consultees on the week commencing 10 June 2024. The letter was sent to 5,108 PILs. As new PILs were identified, they were written to. More information available in **Section 8.7** of this report. A summary of the numbers of PILs consulted overall and how many fell into each of the categories set out in Section 44 can be found in **Table 8.2** of this report. National Grid undertook consultation with PILs as part of further targeted consultation, which took place over three stages, as follows: • Norfolk and Suffolk targeted non-statutory community consultation and consultation of PILs between 30 January and 3 March 2025. • Essex and Thurrock targeted non-statutory community consultation and consultation of PILs between 25 February and 27 March 2025. • Thurrock 3 targeted statutory community consultation and consultation of PILs between 18 March and 17 April 2025. More information is available in **Chapter 10** of this report. Further landowner consultation took place as follows: • Consultation with newly identified Category 1 and 2 PILs took place between 5 June and 18 July 2025; • Consultation with previously consulted Category 1 and 2 PILs took place between 18 June and 18 July 2025; and • Consultation with Category 3 PILs took place between 10 July and 22 August 2025.

Para	Guidance	Comment
		More information is available in **Chapter 11** of this report.
Marine Management Organisation (MMO)		
018	Section 149A of the Planning Act provides that a DCO may include a marine licence deemed to have been issued under Part 4 of the Marine and Coastal Access Act 2009. Such marine licences are issued by the Marine Management Organisation (MMO), and where an Applicant intends to seek such a licence as part of the DCO it is essential that the MMO is consulted at the earliest opportunity to agree the content of the deemed marine licence (DML) and the range of conditions which will be applied. The MMO is responsible for enforcing these conditions, post-consent monitoring, and varying, suspending, or revoking any DML(s) included as part of a made DCO.	Although the application does not affect waters in or adjacent to England up to the seaward limits of the territorial sea, National Grid consulted the Marine Management Organisation under Section 42(1)(a) of the Planning Act 2008 on a precautionary basis as the organisation was identified in the Scoping Opinion. National Grid consulted the Marine Management Organisation as part of the statutory consultation held between 10 April 2024 and 26 July 2024. A copy of the letter sent to Section 42(1)(a) persons prescribed is provided in Appendix F of this report. As detailed in **Section 3.4.1** of this report the statutory consultation was extended by five weeks following the announcement of the General Election. A letter detailing the extension was sent to Section 42(1)(a) persons prescribed on 5 June 2024. A copy of the letter is provided in **Appendix F** of this report. The Marine Management Organisation was also consulted as a Section 42(1)(a) prescribed persons during the targeted consultations held in 2025. A summary of the targeted consultation is provided in Chapter 10 of this report. Copies of the letters sent in relation to the targeted consultations is provided in **Appendix K** of this report.
How can pre-application consultation shape proposals and help prepare applications that are accepted for examination?		
019	Applicants are responsible for consulting on proposed applications for DCOs. Applicants are specifically required to undertake statutory pre-application consultation activities as stipulated in the following legislation: section 42 of the Planning Act, together with the provisions of sections 43 and 44 of the Planning Act, requires Applicants to consult certain persons, including	Section 42(1)(a) National Grid consulted all persons prescribed under Section 42(1)(a) of the PA 2008. On 10 April 2024, the Applicant sent a consultation letter to the Section 42(1)(a) consultees, along with a copy of the community newsletter and Section 48 notice. An email containing the letter and Section 48

Para	Guidance	Comment
	statutory consultees, local authorities, and others with a relevant interest in the land to which the proposed application relates, prior to the submission of an application. The prescribed list of statutory consultees for the purposes of Section 42 of the Planning Act is set out in Schedule 1 to the APFP Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024;	notice was also sent to the Section 42(1)(a) consultees on 10 April 2024. The consultation was extended by five weeks following the announcement of the General Election. A letter detailing the extension, including the new consultation deadline was sent to the Section 42(1)(a) consultees on 5 June 2024, along with a copy of the updated Section 48 notice. An email containing the letter and Section 48 notice was also sent on 5 June 2024. A full list of the bodies consulted under Section 42 (1)(a), as identified through Schedule 1 of the Applications: Prescribed Forms and Procedure (APFP) Regulations can be found at Appendix F of this report. In April 2024, The Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 detailed amendments to Schedule 1. Transitional provisions in those regulations stated: '*The amendments in regulation 2 do not apply to any proposed application for an order granting development consent where the Applicant has started to consult under Section 42 of the Act before 30th April 2024*.' The Norwich to Tilbury statutory consultation commenced on 10 April 2024 and therefore the amendments to Schedule 1 detailed in Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 did not apply. Nonetheless, the 2024 amendments were followed, as detailed in Section 8.4 of this report. Section 42(1)(aa) The Proposed Development is an inland development so would not affect, nor would be likely to affect, any of the areas specified in Section 42(2) of the PA 2008. Therefore, the Applicant did not consult with the Marine Management Organisation. Section 42(1)(b) under Section 43 The Applicant consulted with each LPA identified in Section 43. The Applicant sent a consultation letter to Section 42(1)(b) consultees, along with a

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		copy of the Project community newsletter and the Section 48 notice on 10 April 2024. An email containing the letter and Section 48 notice was also sent to the Section 42(1)(b) consultees on 10 April 2024 The consultation was extended by five weeks following the announcement of the General Election. A letter detailing the extension, including the new consultation deadline was sent to the Section 42(1)(b) consultees on 5 June 2024, along with a copy of the updated Section 48 notice. An email containing the letter and Section 48 notice was also sent on 5 June 2024. A full list of the bodies consulted under Section 42 (1)(b), as identified in Section 43 can be found in Table 8-1 of this report and Appendix F of this report. Section 42(1)(c) The Proposed Development is not within the Greater London Area and therefore did not require consultation with the Section 42(1)(c) consultee. Section 42(1)(d) The Applicant consulted all persons identified under Section 44, being PILs affected by the Project. The Applicant sent a letter informing of the consultation to the Section 42(1)(d) and Section 44 consultees. The letter was sent to 5,016 PILs in the week commencing 8 April 2024. As new PILs were identified, they were written to. More information available in Section 8.7 of this report. The consultation was extended by five weeks following the announcement of the General Election. A letter detailing the extension, including the new consultation deadline was sent to the Section 42(1)(d) and Section 44 consultees on the week commencing 10 June 2024. The letter was sent to 5,108 PILs (the total number of letters issued for the second mailout is different to the initial mailout due to some unidentified PILs being issued a site notice instead of a letter. The

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		difference in volume of PILs written to was likely affected by one or all of the following factors including properties being bought or sold, notifications of deceased owners and historic Land Registry records) As new PILs were identified, they were written to. More information available in **Section 8.7** of this report. A summary of the numbers of PILs consulted overall and how many fell into each of the categories set out in Section 44 can be found in **Table 8.2** of this report.
	• Section 47 of the Planning Act requires Applicants to consult relevant local authorities on what is to be in their SoCC setting out how Applicants intend to consult the local community on the proposed DCO application, and then carry out consultation in accordance with the SoCC;	The Applicant prepared a draft SoCC which set out how the Applicant proposed to consult the community. In compliance with Section 47 of the PA 2008, it explained how the Applicant would consult the local community on the Project, when and where the consultation would be held, the information that would be available during the consultation and who would be consulted. The Applicant's consultation process was carried out in accordance with the SoCC. **Section 8.10** of this Consultation Report sets out how the statutory consultation was undertaken in accordance with the SoCC. Further details on the process for preparing the SoCC can be found in **Chapter 7** of this report. The final published SoCC is provided in **Appendix E** of this report.
	• Section 48 of the Planning Act requires Applicants to publicise the proposed application in the prescribed manner as set out in Regulation 4 of the APFP Regulations 2009; and	The Applicant prepared and published a Section 48 notice in accordance with Regulation 4(2) of the APFP Regulations in the following newspapers: • East Anglian Daily Times – 10 April 2024 and 17 April 2024 • Eastern Daily Press – 10 April 2024 and 17 April 2024 • London Gazette – 10 April 2024 • The Guardian – 10 April 2024 (an incorrect version). The corrected version was published on 17 April 2024 • Essex Chronicle – 11 April 2024 and 18 April 2024

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		Following the announcement of the General Election, the consultation was extended by a period of five weeks. The Section 48 notice was republished in the following newspapers: • East Anglian Daily Times – 12 June 2024 and 19 June 2024 • Eastern Daily Press – 12 June 2024 and 19 June 2024 • London Gazette – 12 June 2024 • The Guardian – 12 June 2024 • Essex Chronicle – 13 June 2024 and 20 June 2024 A copy of the newspaper notices can be found in **Appendix H** of this report. The Section 48 notice included the consultation deadline of 11:59pm Tuesday 18 June 2024. The republished Section 48 notice (detailing the five week extension following the announcement of the General Election) included the new consultation deadline of 11:59pm Friday 26 July.
	• the EIA Regulations 2017 set out requirements for preparing Environmental Statements prior to the submission of a DCO application, including engaging with statutory consultees and local authorities prior to formal pre-application activities under Section 42 of the Planning Act.	The SoCC made clear that it was produced pursuant to Section 47(1) of the PA 2008 and Regulation 12 of the EIA Regulations 2017. It also makes clear that likely significant environmental effects of the Project would be consulted on, alongside potential environmental mitigation identified to reduce likely significant environmental effects. The SoCC states that an ES would be prepared as part of the application for development consent. The SoCC further stated that preliminary environmental information (in the form of a PEIR) will form part of the consultation materials, stating that the full PEIR will be made available including on the Project website and in paper form, and that the PEIR will also outline any limitations to the current assessments. The SoCC is therefore clear that a PEIR is to be prepared and consulted on, and how National Grid intends to publicise and consult on this document.

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		A copy of the SoCC can be found in **Appendix E** of this report. The PEIR was produced and consulted on during the statutory consultation between 10 April 2024 and 26 July 2024. The PEIR provided a snapshot of the environmental information available at the relevant time, in the case of the Project at the statutory consultation stage.
	Early involvement of local communities, local authorities and statutory consultees during the pre-application stage, both through consultation and other forms of engagement, can bring about significant benefits for all parties	The local communities, LPAs and statutory consultees have been engaged throughout the development of the Project, since the first staged non-statutory consultation was held in 2022 and second in 2023. Further details about the engagement with communities during the statutory consultation can be found in **Chapter 9** of this report.
	Without adequate pre-application consultation in line with the legislation, the subsequent application when it is submitted to the Planning Inspectorate will not be accepted to proceed to examination. The Planning Inspectorate takes into account the responses received from local authorities during the acceptance period to determine on behalf of the Secretary of State whether the consultation is adequate. The Planning Inspectorate can either accept or decline to accept the application for examination. Where during the acceptance stage the Planning Inspectorate considers that the application is not satisfactory, it may advise the Applicant to withdraw the application, and if appropriate can also recommend that the Applicant carries out further consultation activity or engagement before the application is resubmitted.	The consultation was undertaken (two non-statutory, and one statutory consultation described in **Chapters 5, 6, 8, 9** and **10** of this report) during the pre-application stage to ensure that issues arising were considered and taken into account. The LPAs have been engaged throughout the pre-application period and were consulted on the SoCC. National Grid developed a Host Authority Engagement Plan which was circulated by the Project team to the host authorities on 1 December 2023 and iterations have been issued as the Project progressed.
	Effective pre-application consultation is key to developing well-prepared applications that are understood by the public. Consultation on development proposals allows consultees and local communities to influence how infrastructure that meets a national need	Consultation with key stakeholders began in 2022 and has been ongoing. Stakeholders have been engaged at an early stage of the process to discuss points raised in the Scoping Opinion and to reach an agreement on these matters and further comments received.

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	can be accommodated in their area, and enables Applicants to more effectively shape proposals. From a consultee's perspective, engaging in pre-application consultation, including for example offering constructive mitigations to reduce a scheme's impact on the local community and environment, does not undermine any submission on the principle of whether or not development consent should be granted.	Local communities, LPAs, statutory consultees and other stakeholders have also been engaged throughout the development of the Project, since the first staged non-statutory consultation was held in 2022 and second in 2023. Further details about the engagement with communities during the statutory consultation can be found in **Chapter 9** of this report. A full list of the consultation carried out with key stakeholders to date and a summary of the matters discussed in relation to the ES is provided within the ES Appendix (application documents 6.5.A1).
How can Applicants ensure consultation is proportionate?		
020	The pre-application consultation undertaken should be proportionate to the scale and nature of the project and its effects. A 'one-size-fits-all' approach is not appropriate. For a straightforward and uncontroversial application, an Applicant may choose to discharge the obligations of sections 42, 47 and 48 of the Planning Act concurrently in a single round of consultation, or in separate stages. For more complex proposals, an Applicant may choose to conduct a non-statutory round of consultation (for example considering options) before undertaking a statutory round of consultation, or they may choose to run a multi-stage statutory consultation process.	National Grid held a non-statutory consultation between 21 April 2022 until 16 June 2022, the report is provided in **Appendix B** of this report. National Grid held another non-statutory consultation between 27 June 2023 until 21 August 2023, the report is provided in **Appendix C** of this report. Statutory consultation was held between 10 April and 26 July 2024. Three targeted consultations ran in 2025 to cover key Project changes: • Norfolk and Suffolk (non-statutory) was held between 30 January 2025 until 3 March 2025; • Essex and Thurrock (non-statutory) was held between 25 February until 27 March 2025; and • Thurrock 3 (statutory) was held between 18 March until 17 April 2025.
	Some Applicants may have their own distinct approaches to consultation, perhaps drawing on their own or relevant sector experience, for example if there are industry protocols that can be adapted. Larger, more complex applications are likely to warrant going beyond the statutory 28-day minimum timescales for consultation laid down in the Planning Act	The statutory consultation ran for 15 weeks from 10 April 2024 to 26 July 2024, allowing adequate time for consultees to respond to the statutory consultation.

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	to ensure enough time for consultees to understand project proposals and formulate a response. The timing and duration of consultation will be likely to vary from project to project, depending on size and complexity, and the range and scale of the effects. Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project.	
	Once Applicants have completed the consultation process set out in their SoCC, where a proposed application is amended in the light of responses to consultation then, unless those amendments materially and substantially change the proposed application or materially changes its effects as a whole, the amendments themselves should not trigger a need for further consultation. The amendments can be reported as part of the consultation report submitted with the application.	The Project did not change very substantially as a whole following the statutory consultation so, it was not necessary to repeat the community wide statutory consultation for the Project as a whole. **Chapter 10** of this report describes the three targeted consultations that took place in 2025: • Norfolk and Suffolk (non-statutory) between 30 January 2025 until 3 March 2025; • Essex and Thurrock (non-statutory) between 25 February until 27 March 2025; and • Thurrock 3 (statutory) between 18 March until 17 April 2025.
	Only where the project taken as a whole changes very significantly, and to such a large degree that what is being taken forward is fundamentally different from what was previously consulted on, should re-consultation on the proposed application as a whole be considered. In understanding whether there has been a material and substantial change, Applicants should take into account the following guiding factors: • the degree of change as compared to the proposals previously consulted upon as a whole; • the number of materially worse environmental effects as compared to what has been the subject of previous consultations; and	A full re-consultation was considered unnecessary as the Project did not change to such a large degree that the proposals became fundamentally different from what was presented at the statutory consultation stage. However, following the 2024 statutory consultation a targeted consultation approach was used in line with the guidance. More information is detailed in **Section 10.1** of this report.

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	• the level of public interest, and the likelihood that such interest would merit further consideration in the context of that change.	
	For any material change to a part of the proposed application where the project as a whole is not fundamentally changed, for example in the case of linear aspects where new information leads to a new alignment for a particular section of the proposal, a bespoke and targeted approach to further consultation can be adopted, which can address the specific consultation obligations arising proportionately. Targeted consultation can be statutory or non-statutory or a combination of the two depending on whether new persons needing to be consulted under Section 42 of the Planning Act have been identified, but such targeted consultation will not require the production of PEI provided proportionate and appropriate information on environmental implications of any changes, where necessary, is provided.	The SoCC included the following statement in Section 6.3.1 Further Consultation; *'6.3.1 If, following the statutory consultation, National Grid considers it is necessary to undertake further statutory consultation, this would be undertaken, so far as relevant, practicable and proportionate, in accordance with the principles and methods set out in this SoCC or any update to it.'* National Grid undertook targeted consultations to provide stakeholders and the public the opportunity feedback on proposed changes to the proposals in specific areas, before finalising proposals for submission. Each proposed change was reviewed by the project team to determine whether it would be appropriate to undertake further bespoke and targeted community consultation on the change, either individually or collectively if multiple proposed changes were grouped geographically. The locations where the project team judged that it would be appropriate to undertake additional targeted community consultation were due to the degree of change, potentially different environmental effects compared to those described in the PEIR and/or the likely level of public interest in relation to the proposed changes at those specific locations. The targeted consultations were undertaken as follows: • Norfolk and Suffolk (non-statutory) between 30 January 2025 until 3 March 2025; • Essex and Thurrock (non-statutory) between 25 February until 27 March 2025; and • Thurrock 3 (statutory) between 18 March until 17 April 2025.

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		Each targeted community consultation was accompanied by an Environmental Implications of Change (EIC) document, setting out the project team's review of the proposed change and its likely environmental implications against the assessment reported in the Preliminary Environmental Information Report (PEIR) published as part of the 2024 route-wide statutory consultation. More information about the targeted consultations is detailed in **Chapter 10** of this report. In addition to the areas identified for targeted community consultation, further landowner consultation was undertaken as detailed in **Chapter 11** of this report.
Who should be consulted?		
021	Sections 42 to 44 of the Planning Act, Regulation 3 and Schedule 1 to the APFP Regulations 2009 set out details of who must be consulted, including statutory bodies, the Marine Management Organisation where appropriate, local authorities, and persons having an interest in the land to be developed. Section 47 of the Planning Act sets out the Applicant's statutory duty to consult local communities. In addition, Applicants will want to consider the issues that may need to be addressed ahead of submission and may also wish to seek the views of other people who are not statutory consultees, but who may be significantly affected by the project. The Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 amended the APFP Regulations 2009 by substituting a new table of persons prescribed for the purpose of Section 42(1)(a) of the Planning Act (duty to consult) and also section 56(2) of the Planning Act (notifying persons of an accepted applications) which is covered in the acceptance guidance. It is the Applicant's responsibility to ensure all	National Grid engaged with all parties during the statutory consultation, as required by the PA 2008. In addition, National Grid consulted the local community within the vicinity of the proposals, as set out under Section 47 of the PA 2008. More information of the PCZ and SCZ can be found in **Chapter 8** of this report. The full list of prescribed consultees as set out in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) is provided in **Appendix F** in this report. This table sets out where National Grid departed from the list of Schedule 1 prescribed consultees and the appropriate reasons for doing so. **Chapter 8** of this report also details consultation with the relevant LPAs, as statutory consultees. In April 2024, The Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 detailed amendments to the prescribed list of consultees in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. The transitional provisions in the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 state that the

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	relevant prescribed consultees are consulted about a proposed application.	amendments to the list of prescribed consultees do not apply where the Applicant has started to consult under Section 42 of the PA 2008 before 30 April 2024. As the Norwich to Tilbury statutory consultation commenced on 10 April 2024, the amendments to the prescribed list of consultees did not apply. Nonetheless, the 2024 amendments were followed, as detailed in **Section 8.4** of this report. National Grid also consulted with a range of stakeholders with national and other interest groups- more information can be found in **Chapter 8** of this report. The feedback received during statutory consultation and the explanation of how National Grid has regard to it, can be found in **Chapter 9** of this report. National Grid engaged with all relevant parties during the 2025 targeted statutory consultation, as required by the PA 2008. This included all applicable prescribed bodies in accordance with the 2024 amendments to Schedule 1. More information is detailed in **Section 10.7** of this report. The feedback received during targeted statutory consultation and how National Grid had regard to it is detailed in **Chapter 10** of this report
	While the list of prescribed bodies who must be consulted was updated in April 2024, from time to time a body may cease to exist but may still be listed as a statutory consultee in the Regulations pending their updating. In such situations Applicants should identify any successor body and consult with them in the same manner as they would have with the original body. Where there is no obvious successor, Applicants should seek the advice of the Planning Inspectorate, who may be able to identify an appropriate alternative consultee. Whether or not an alternative is identified, the consultation report should briefly note any cases where compliance with statutory	The list of prescribed consultees as set out in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) is provided in **Appendix F** of this report. This table sets out where National Grid departed from the list of Schedule 1 prescribed consultees and the appropriate reasons for doing so. In April 2024, The Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 detailed amendments to the prescribed list of consultees in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. The transitional provisions in the Infrastructure Planning (Miscellaneous

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	requirements was impossible and the reasons why.	Provisions) Regulations 2024 state that the amendments to the list of prescribed consultees do not apply where the Applicant has started to consult under Section 42 of the PA 2008 before 30 April 2024. As the Norwich to Tilbury statutory consultation commenced on 10 April 2024, the amendments to the prescribed list of consultees did not apply. Nonetheless, the 2024 amendments were followed, as detailed in **Section 8.4** of this report. For the targeted statutory consultation, National Grid consulted with all applicable prescribed bodies in accordance with the 2024 amendments to Schedule 1. More information is detailed in **Section 10.7** of this report.
Local communities		
022	It is good practice for Applicants to work with local stakeholders in the formative stages of the project, through early engagement. This can help inform the Programme Document that they later take to the Inception Meeting with the Planning Inspectorate. Early engagement with local authorities, parish and town councils can help Applicants to ensure they find the best approach to engage the relevant communities in the most effective and proportionate way.	The local communities, local authorities and statutory consultees have all been engaged in the proposals since the first stage of non-statutory consultation in 2022. More details about the engagement with communities during the 2022 and 2023 non-statutory consultations can be found in **Chapters 5** and **6** of this report. Information about statutory consultation activities can be found in **Chapter 8** of this report, and details about targeted consultation activities can be found in Chapter 10 of this report. **Appendix A** of this report contains details about engagement that has been held outside of consultation periods.
	Under Section 47 of the Planning Act, Applicants are required to produce a SoCC, setting out how they intend to consult the local community on the proposed application. Applicants should consider how they can engage communities in a way that supports them to understand the necessary issues at an appropriate stage to support preparation of their application, and how they will show how they have responded to their issues of concern.	Section 5.5 of the SoCC provides information on promoting the consultation to those residents, local businesses and community organisation within the PCZ. This promotion included press release, newspaper advertisements, emails and letters, statutory notices, information posters and social media. A copy of the SoCC can be found in **Appendix E** of this report.

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	Local communities may need support to help them to input to the NSIP consenting process. Independent community liaison chairs or forums can be used to provide support to local communities and non-statutory consultees to enable them to provide an effective input to the pre-application process. Applicants will want to consider whether these should be used, not least to assist an Applicant's own assessment of potential examination issues in preparing their Programme Document and SoCC.	This new guidance was published on 30 April 2024, however as statutory consultation had commenced on 10 April prior to the new guidance coming into force, National Grid complied with the 2024 amendments. More information is detailed in Chapter 8 of this report. Whilst independent community liaison chairs or forums were not set up, National Grid was, and is, committed to ensuring that any consultation process and associated communication is made accessible to as many parts of the community as possible. National Grid's consultation activities included: Setting up a project specific website, email, and dedicated telephone information line; Mailing a consultation pack directly to properties in the PCZ within 1 km of the proposals; Producing materials to support consultation; Holding online and in person events- including webinars and telephone appointments; Making information and materials available at inspection locations in close proximity to the Project; and Media and social media promotional activity. **Chapter 8** of this report summarises the Section 47 consultation with the local community (including non-prescribed organisations).
How should Applicants engage statutory consultees and other relevant groups?		
023	Applicants must: • consult the prescribed bodies as appropriate under Regulation 3 and Schedule 1 to the APFP Regulations 2009, as well as the Marine Management Organisation in certain circumstances, under Section 42 of the Planning Act, giving the consultees at least 28 days to respond;	The Applicant consulted all persons prescribed under Section 42(1)(a) of the PA 2008. A full list of the bodies consulted under Section 42 (1)(a), as identified through Schedule 1 of the APFP Regulations can be found at **Appendix F** of this report. The Project does not require a marine licence. National Grid did not consult with the Marine Management Organisation. The Applicant consulted with each LPA identified in Section 43 under Section

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		42(1)(b). A full list of the bodies consulted under Section 42 (1)(b), as identified in Section 43 can be found in **Table 8.1** of this report and **Appendix F** of this report. The Project is not within the Greater London Area and therefore did not require consultation with the Section 42(1)(c) consultee. The Applicant consulted all persons identified in Section 44 under Section 42(1)(d), being PILs affected by the Project. A summary of the numbers of PILs consulted overall and how many fell into each of the categories set out in Section 44 can be found in **Table 8.2** of this report. All consultees under Section 42 were informed of the deadline for responses in a letter sent on 10 April 2024 notifying the commencement of the consultation. The deadline was also clearly stated in consultation materials, including the community newsletter, consultation banners, newspaper and social media advertisements and online material. Consultees were asked to provide comments by 11:59pm Tuesday 18 June 2024. Following the announcement of the General Election, the consultation was extended by five weeks. A letter detailing the extension, including the new consultation deadline was sent to all Section 42 consultees on the week commencing 10 June 2024. The new consultation deadline was also clearly stated in online material and newspaper and social media advertisements. Consultees were asked to provide comments by the new deadline of 11:59pm Friday 26 July 2024.
	• publicise their proposed application under Section 48 of the Planning Act, and Regulation 4 of the APFP Regulations 2009 sets out the detail of what this publicity must entail; and	The Applicant prepared and published a Section 48 notice in accordance with Regulation 4(2) of the APFP Regulations in the following newspapers: • East Anglian Daily Times – 10 April 2024 and 17 April 2024

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		• Eastern Daily Press – 10 April 2024 and 17 April 2024 • London Gazette – 10 April 2024 • The Guardian – 10 April 2024 (an incorrect version). The corrected version was published on 17 April 2024 • Essex Chronicle – 11 April 2024 and 18 April 2024 Following the announcement of the General Election, the consultation was extended by a period of five weeks. The Section 48 notice was republished in the following newspapers: • East Anglian Daily Times – 12 June 2024 and 19 June 2024 • Eastern Daily Press – 12 June 2024 and 19 June 2024 • London Gazette – 12 June 2024 • The Guardian – 12 June 2024 • Essex Chronicle – 13 June 2024 and 20 June 2024 A copy of the newspaper notices can be found in **Appendix H** of this report.
	• by Section 49 of the Planning Act have regard to any relevant consultation responses from either statutory consultees under Section 42 of the Planning Act, local communities under Section 47 of the Planning Act, or wider publicity under Section 48 of the Planning Act.	The Applicant has had regard to all relevant responses to consultation and publicity in accordance with Section 42, Section 47 and Section 48. **Chapter 9** of this report details how the Applicant had regard to the responses received during the statutory consultation.
	Applicants will often need detailed technical input from statutory consultees as expert bodies to assist with identifying and mitigating the impacts of projects, and other important matters. In many cases Applicants will need to engage statutory consultees and others before the Inception Meeting with the Planning Inspectorate. Some statutory consultees have cost recovery arrangements in place for the advice they provide. The ability for statutory consultees to respond effectively to pre-application requests for advice	The Project proposals have developed through consultation with local communities, landowners and businesses. Engagement with expert bodies, to seek their technical input, supported National Grid in the development of the design of the proposals. National Grid sought technical input from relevant expert bodies throughout pre-consultation and consultation stages. **Appendix A** of this report details key activities for engagement outside of the formal consultation periods. **Chapters 5** (2022 non-statutory consultation), **6** (2023 non-statutory consultation), **8** (statutory

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	means they have the information they need from Applicants to do so. It is essential therefore that Applicants arrange early engagement with statutory consultees to avoid unnecessary delays and the costs of having to make changes at later stages of the consenting process.	consultation) and **10** (targeted consultations) of this report provide details on activities undertaken during consultation.
Persons with an Interest in Land (PILs)		
024	Where an Applicant proposes to compulsorily acquire an interest or take temporary possession of land it does not own in order to implement a proposed NSIP, under Section 42 of the Planning Act they must identify and consult people, including those who own, occupy or have another interest in the land in question.	Section 42(1)(d) consultees were identified through diligent inquiry as having interest following the land referencing methodology in **Appendix J** of this report.
	It is the Applicant's responsibility to demonstrate at submission of the application to the Planning Inspectorate that due diligence has been undertaken in identifying all land interests. Applicants must ensure that the Book of Reference (which records and categorises those land interests) is sufficiently up to date at the time of submission (acknowledging the timescales for preparing and updating it) and fully meets the requirements of Regulations 5 and 7 of the APFP Regulations 2009.	National Grid ensured due diligence has been undertaken in identifying all land interests. All known land interests were consulted under Section 42(1)(d) of the PA 2008 and National Grid has made all reasonable effort to ensure the Book of Reference (application document 4.3) is up to date at the point of submission. Further details on how National Grid has demonstrated diligent inquiry is detailed in **Section 8.7** of this report).
	Where appropriate, the Book of Reference should be supplemented by a Land and Rights Negotiation Tracker, submitted by the Applicant and updated during the examination, setting out the status of negotiations with landowners, Crown bodies and statutory undertakers affected by proposals for compulsory acquisition of land or rights and temporary possession. It should be noted that for an accepted application, the situation concerning compilation of land interests can continue to evolve during the examination as new information becomes available, and it is not uncommon for the Book of Reference	National Grid will continue to be proactive and helpful in ensuring PILs identified in the very latter stages prior to DCO submission may understand how they can, if they so wish, engage with the process if the application is accepted for examination. Any newly identified or affected PILs were written to with: • details of the Project; • where further information could be found; • an offer for a meeting with Fisher German (for Category 1 and 2 PILs); • a feedback form and a prepaid envelope with guidance on how to submit their comments;

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	to be revised and resubmitted more than once. This is usually a substantial undertaking and Applicants should dedicate sufficient time and resource, particularly as in many cases there may be parcels of land where there is little information available. With this in mind, Applicants are advised to make maximum use of electronic data bases when compiling the Book of Reference to enable such changes to be made easily. In addition, land interests can change over time and new or additional interests may emerge after an Applicant has concluded statutory consultation but just before an application is submitted. In such a situation, the Applicant should provide a proportionate opportunity to any new person identified with a land interest to make their views known on the application. Where new interests in land are identified very shortly before the intended submission of an application, despite diligent efforts earlier in the process, it may be difficult at that stage for Applicants to consult and take account of any responses from those new interests before submitting their application as intended. If this situation arises Applicants should be proactive and helpful in ensuring that the person understands how they can, if they so wish, engage with the process if the application is accepted for examination.	• Lands Right Strategy; • Guide to reading the plans; • Land Plan showing their land interest.
	Applicants should explain in the consultation report how they have dealt with any new interests in land emerging after conclusion of their statutory consultation having regard to their duties to consult and take account of any responses.	Alongside, or independently of, the work carried out to identify new PILs as a result of minor amendments to the draft Order Limits described above, National Grid took steps to ensure that the Book of Reference (application document 4.3) as a whole would be up to date at the time of submission, in accordance with Government guidance (Planning Act 2008: Guidance on Pre-application Process, March 2015). As new PILs were identified, they were written to. More information is available in **Section 8.7** of this report.

Para	Guidance	Comment
		An additional targeted consultation was held over three rounds from 30 January 2025 to 17 April 2025 (see **Chapter 10** in this report). This provided an opportunity for new PILs within the draft order limits of these three areas not previously consulted, to submit their feedback. PILs invited to this consultation included those identified after 28 June 2024 and did not get chance to participate in the statutory consultation that concluded on 26 July 2024 as well as new interests identified through design changes. The PILs invited to this consultation are summarised in **Appendix K** of this report. Details on the three targeted consultation is in **Chapter 10** of this report. **Chapter 11** of this report summarises the additional engagement held after the targeted consultation, detailing representations received and National Grid's response to these representations. National Grid will continue to undertake due diligence to identify new interests in line with the Land Referencing Methodology (see **Appendix J** of this report). National Grid has been proactive and helpful in ensuring PILs identified in the very latter stages prior to DCO submission may understand how they can, if they so wish, engage with the process if the application is accepted for examination. To the extent there are any, newly identified or affected PILs were written to with: • details of the Project; • where further information could be found; • how to get in touch with National Grid; and • to explain how there would be an opportunity to provide comments to the PINs once the DCO application has been submitted. • Offer of a meeting with Fisher German (Cat 1 and 2)

Para	Guidance	Comment
Adequacy of consultation milestone		
025	This adequacy of consultation milestone should be early enough to enable Applicants to consider how to undertake any additional engagement that may be needed, but sufficiently towards the end of the pre-application stage to assess the adequacy of the consultation that has been done. It is likely therefore to be no later than around 3 months before the intended date of submission of the application. The adequacy of consultation milestone should be recorded by the Applicant and submitted to the Planning Inspectorate as a short statement of the elements of consultation which have been carried out compared with the components set out in the Programme Document and the SoCC. The statement should include the views and any relevant supporting material from local authorities if available.	The Applicant has prepared an Adequacy of Consultation Milestone (AoCM) report. The AoCM report has been prepared after the Applicant undertook the following consultations: • Non-statutory consultation in 2022 • Non-statutory consultation in 2023 • Statutory consultation in 2024 • Targeted consultations between January and April 2025 The Applicant has prepared an AoCM report which details the elements of consultation which have been carried out and how this compares to the components set out in the Programme Document and SoCC. The AoCM was submitted to PINs on 13 June 2025 and is available to view on the PINs website and in **Appendix M.** **Chapter 13** and **Appendix M** of this report details how National Grid has had regard to comments received on the AoCM report from LPAs, statutory consultees and the PINs following submission of the AoCM report to the PINs on 13 June 2025.
The consultation report and responding to consultees		
026	Applicants are required under Section 37 of the Planning Act to produce a consultation report alongside their application, which details how they have complied with the consultation requirements set out in the Planning Act and how the proposed application has been shaped as a result.	This Consultation Report has been prepared in fulfilment of s37(3)(c) of the PA 2008.
	This report should not include an excessively detailed description of every element of the consultation programme. The main objective should be to provide clarity not just on what consultation has been done but, crucially, how the Applicant has taken it into account. It should therefore:	Multiple rounds of consultation have been undertaken. The report details the changes made following feedback received at every consultation. **Chapter 5** of this report provides a summary of the 2022 non-statutory consultation. **Section 5.6** of this chapter highlight the changes made following the issues raised from this consultation.

Para	Guidance	Comment
		Chapter 6 of this report provides a summary of the 2023 non-statutory consultation. **Section 6.6** of this chapter highlight the changes made following the issues raised from this consultation. **Chapter 8** of this report provides a summary of the statutory consultation undertaken. **Chapter 9 (Section 9.7)** of this report highlights the changes made following the issues raised from the statutory consultation as well as National Grid's responses to the issues raised at statutory consultation. **Chapter 10** of this report provides a summary of the three 2025 targeted consultations as well as National Grid's responses to the issues raised at the targeted consultation.
	provide a general description of the consultation process undertaken including the timeline;	**Chapter 1** of this report provides the overview of the process for consultation, including the timeline.
	set out specifically what the Applicant has done to comply with the statutory requirements of the Planning Act, including advice issued under Section 51 of the Planning Act, relevant secondary legislation and this guidance;	**Chapter 4** of this report provide details of compliance with legislation, guidance and relevant policies.
	set out how the Applicant has complied with the requirements to consult local communities described in the SoCC;	**Chapter 7** of this report outlines how National Grid carried out consultation in accordance with the SoCC.
	set out any relevant responses to consultation (but not a complete list of responses);	Responses have been thematically presented within this report with National Grid's response to those matters raised. See **Chapter 9** of this report.
	provide a description of how the proposed application for submission has been informed and influenced by taking account of those responses, showing any significant changes made as a result;	**Chapters 5, 6, 9** and **10** of this report describe how the proposals developed following the non-statutory consultations and how these were taken into consideration for statutory consultation.
	provide an explanation as to why any responses advising on changes to a proposed project, including advice from statutory consultees and local authorities on effects, were not followed; and	**Chapter 9** of this report describes how the proposals developed including changes made following statutory consultation and how these were taken into consideration.

Para	Guidance	Comment
	be expressed in terms sufficient to enable the Planning Inspectorate to understand fully how consultation has been undertaken, and how the issues raised through consultation have been addressed or responded to.	This Consultation Report details how consultations (non-statutory and statutory) and engagement have shaped the proposals pre-submission.
	It is good practice that those who have contributed to the consultation are informed of the results. The consultation report may not be the most appropriate format in which to respond to the points raised by various consultee groups and bodies. Applicants should therefore consider producing a summary note in plain English for the local community setting out headline findings and how they have been addressed, together with a link to the full consultation report for those interested.	Following the 2022 non-statutory consultation, National Grid sent a Project update newsletter in February 2023 setting out headline findings from the consultation. The Project update newsletter is available on the Project website. Following the 2023 non-statutory consultation, National Grid published a Post Consultation Update in December 2023 setting out headline findings from the consultation. The Post Consultation Update is available on the Project website. Following the 2024 statutory consultation, National Grid sent a Community Newsletter in January 2025 setting out headline findings from the consultation. The Community Newsletter is available on the Project website. National Grid also published a consultation feedback report for each of the non-statutory consultations. The 2022 and 2023 Non-Statutory Consultation Reports are available on the Project website. The consultation materials were produced to reflect the audiences with whom National Grid was consulting. A number of documents were published at the launch of the statutory consultation, including technical reports (describing the process undertaken and decision made during the design of the Project), and consultation materials. National Grid ensured that the content of the materials was sufficient information available to ensure people and organisations to understand and comment on any aspect of the Project's development and design. For consultees requiring more technical information the PEIR and NTS provided a snapshot of the environmental survey work

Para	Guidance	Comment
		and assessment work that had taken place to date. Within this report, feedback from the community and statutory stakeholders has been grouped into the geographical sections (from the feedback questionnaire) and headline issues and reported on that basis (See **Chapter 9** of this report).
	A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The Applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant effects, or whether a targeted response would be more appropriate.	As part of the design process and assessment of effects, all feedback received during the consultation stages has been carefully considered. Where feedback has been technical in nature, additional engagement has been undertaken and has informed the Project design and content of the ES (or other documents as appropriate). This report explains how feedback received has been taken into account, cross-referring to further information contained in other documents such as the ES Appendix (application document 6.5.A1) where appropriate. The consultee responses received did not identify any bodies or organisations that were not already consulted during the statutory consultation.
030	Statements of Common Ground (SoCG) can support this by providing a written statement (prepared by the Applicant and another party or parties), setting out matters on which they agree or disagree. Applicants are encouraged to submit SoCGs as part of the application documents, even if they are of a provisional or draft nature to be developed during the examination. It is therefore important that these are prepared during the pre-application period wherever possible, particularly with statutory consultees and affected local authorities.	The SoCGs have been prepared with the key interested parties, including individual SoCGs for each LPA. More information about the SoCGs can be found in **Chapter 14** of this report.
032	Applicants are required to consult the local authority in whose area a proposed NSIP project lies (the 'host' local authority). They are also required to identify and consult the neighbouring local authorities under the requirements of	National Grid consulted on the SoCC with 13 host authorities • Babergh District Council; • Basildon Borough Council;

Para	Guidance	Comment
	Section 43(2) and (2A) of the Planning Act. If the boundaries of the proposed applications change, Applicants will need to consider whether there are any changes to the local authorities they need to consult. Where a combined authority or combined county authority is in place, Applicants are recommended to review whether the relevant legislation which established those authorities brings them within scope of the consultation requirements under the Planning Act.	• Braintree District Council; • Brentwood Borough Council; • Chelmsford City Council; • Colchester City Council; • Essex County Council; • Mid Suffolk District Council; • Norfolk County Council; • South Norfolk District Council; • Suffolk County Council; • Tendring District Council; and • Thurrock Council.
034	In preparing a SoCC under Section 47 of the Planning Act, Applicants may need to consult with a number of different local authorities. This may particularly be the case for long, linear projects.	An informal SoCC consultation notification was sent on the 1 December 2023 along with a copy of the draft SoCC. The period to respond was between 2 of December 2023 until Friday 5 January 2024. See **Appendix E** of this report for information. A formal SoCC consultation notification was sent on 1 March 2024 along with a draft copy of the SoCC. The period to respond was between 2 March 2024 until 2 April 2024. See **Appendix E** of this report for information. **Appendix E** of this report provide details on how National Grid had regard to the comments made by the host authorities in developing the SoCC.
036	Applicants have a statutory duty to consult any local authority in whose land a project is sited. So, where an offshore project also features land-based development such as an onshore cable route and substation, the Applicant should treat the local authority where the land-based development is located as the main consultee for the SoCC. The Applicant is also advised to consider seeking views on the SoCC from local authorities whose communities may be affected by the project, for example visually or through construction traffic, even if the project is in fact some distance from the area in question. In addition, Applicants may find it beneficial to discuss their SoCC with	National Grid entered informal consultation on the SoCC with the 13 host authorities on the 2 December 2023, ahead of formal consultation that started on the 2 March 2024. **Chapter 7** of this report provides details about how the SoCC was developed. Amendments to the SoCC further to informal and formal consultations are recorded in documents titled 'Regard had to informal/formal comments on proposed SoCC' (both provided at **Appendix E** of this report).

Para	Guidance	Comment
	any local authorities in the vicinity where there could be an effect on harbour facilities. Where a local authority raises an issue or concern about the draft SoCC which the Applicant feels unable to address, the Applicant is advised to work with the authority to find an appropriate way forward. Where this is not possible, they should explain the reasons for this and rationale for their course of action in the consultation report submitted as part of their application.	

4.4 Compliance with the Statutory Section Provisions of the PA 2008

4.4.1 **Table 4.3** of this report sets out how National Grid has complied with the statutory section provisions of the Planning Act 2008, namely:

- Section 42: Duty to consult;
- Section 45: Timetable for consultation under Section 42;
- Section 46: Duty to notify of proposed application;
- Section 47: Duty to consult local community;
- Section 48: Duty to publicise;
- Section 49: Duty to take account of responses to consultation and publicity; and
- Section 50: Guidance about pre-application procedure.

Table 4.3 How National Grid had complied with the Statutory requirement of the Planning Act 2008

Statutory Regulation	Activity Undertaken	Date Undertaken
Section 42: Duty to consult		
The Applicant must consult the following about the proposed application:		
Section 42(1)(a) such persons as may be prescribed.	Meetings were held with key statutory bodies affected throughout the pre-submission period of the DCO. All relevant prescribed consultees were notified of the commencement of the statutory consultation by letter along with	Appendix A1 provides details and dates of meetings held with key statutory bodies throughout the pre-

Statutory Regulation	Activity Undertaken	Date Undertaken
	a copy of the Community Newsletter and Section 48 notice. Details are contained in **Chapter 8** of this report and a copy of the letter is in **Appendix F**.	submission period of the DCO. The statutory consultation period ran from 10 April 2024 to 26 July 2024. Consultation launch letter issued 10 April 2024. Consultation extension letter issued 5 June 2024.
Section 42(1)(aa) the Marine Management Organisation in any case where the proposed development would affect, or would be likely to affect, any of the areas specified in subsection (2)	Section 42(1)(aa) consultees are not applicable for this project as detailed in **Chapter 8** of this report.	Not applicable
Section 42(1)(b) each local authority that is within Section 43.	Meetings were held with LPAs affected throughout the pre-submission period of the DCO. All LPAs falling within the scope of Section 43 of the PA 2008 were notified of the commencement of the statutory consultation by letter. Details are contained in **Chapter 8** of this report and a copy of the letter is in **Appendix F** of this report.	The letter was sent to all Section 42(1)(b) consultees on 10 April 2024
Section 42(1)(c) the Greater London Authority if the land is in Greater London.	The project is not within the GLA and did not require consultation with the Section 42(1)(c) consultee. Nonetheless, the GLA was consulted in any case under Section 42(1)(b) on a precautionary basis. The GLA was notified of the commencement of the statutory consultation, and the consultation extension (as detailed in **Section 3.4.1,** the consultation was extended by five weeks).	Consultation launch- 10 April 2024 Consultation extension- 5 June 2024
Section 42(1)(d) each person who is within one or more of	Using diligent inquiry, National Grid identified 5,016 PILs. PILs were written to week commencing 8 April 2024 of the	Initial consultation letters were issued week commencing 8 April to week

Statutory Regulation	Activity Undertaken	Date Undertaken
the categories set out in Section 44.	commencement of the consultation. See **Appendix G** of this report. As new PILs were identified, they were written to. More information available in **Section 8.7** of this report. As detailed in **Section 3.4.1** of this report, the consultation was extended by five weeks. A total of 5,108 PILs were written to (informing them of the new consultation deadline) in letters posted week commencing 10 June 2024. See **Appendix G** of this report**.** The total number of letters issued for the second mailout is different to the initial mailout due to some unidentified PILs being issued a site notice instead of a letter. The difference in volume of PILs written to was likely affected by one or all of the following factors including properties being bought or sold, notifications of deceased owners and historic Land Registry records. As new PILs were identified, they were written to. More information available in **Section 8.7** of this report. Duplicate sets of consultation materials were also provided to land agents instructed to act on behalf of identified PILs, with the addition of a cover letter to reference information sent to their client. See **Appendix G** of this report. All letters that were returned to sender were re-issued to alternative addresses. See **Appendix G** of this report. Further detail is in **Chapter 8** of this report. The Book of Reference is provided at Volume 4 of the DCO application (application document 4.3). National Grid will continue to engage with existing PILs and also identify any new and additional interests within referencing limits throughout and after the conclusion of Section 42 consultation but before the application is submitted.	commencing 20 May 2024. Letters detailing the consultation launch were issued week commencing 10 June until the 28 June 2024 when at least 28 days remained of the consultation window.

Statutory Regulation	Activity Undertaken	Date Undertaken
Section 45: Timetable for Section 42 consultation		
(1) The Applicant must, when consulting a person under Section 42, notify the person of the deadline for the receipt by the Applicant of the person's response to the consultation.	Statutory consultation was a 15 week period, commencing on the 10 April 2024; the consultation deadline was the 26 July 2024. A total of 5,016 Persons with an Interest in Land (PILs) were written to (informing them of the consultation) in letters posted week commencing 8 April 2024. As new PILs were identified, they were written to. More information available in **Section 8.7** of this report. As detailed in **Section 3.4.1**, the consultation was extended by five weeks of this report. A total of 5,108 PILs were written to (informing them of the new consultation deadline) in letters posted week commencing 10 June 2024. As new PILs were identified, they were written to. More information available in **Section 8.7** of this report.	Initial consultation letters were issued week commencing 8 April to week commencing 20 May 2024. Letters detailing the consultation extension were issued week commencing 10 June until the 28 June 2024 when at least 28 days remained of the consultation window.
(2) A deadline notified under subsection (1) must not be earlier than the end of the period of 28 days that begins with the day after the day on which the person receives the consultation documents.	The 2024 Statutory Consultation took place from 10 April 2024 to 26 July 2024, providing a period of 107 days for responses. This exceeds the statutory minimum period of 28 days for statutory consultation specified by the PA 2008. The consultation deadline was extended for an additional five weeks (from 18 June 2024 to 26 July 2024) following the announcement of the General Election.	10 April 2024 to 26 July 2024
3) In subsection (2) "the consultation documents" means the documents supplied to the person by the Applicant for the purpose of consulting the person.	The consultation documents provided for the Section 42 consultation were published at the launch of the consultation. The consultation materials included: • Project Background document • Community Newsletter 2024 • PEIR and NTS of the PEIR • 2024 Design Development Report • 2024 Strategic Options Back Check and Review	Consultation documents were made available from the start of consultation on 10 April 2024.

Statutory Regulation	Activity Undertaken	Date Undertaken
	• 2023 Non-Statutory Consultation Feedback Report • Project maps • Consultation banners • Interactive Project map • Consultation notices • SoCC • Feedback questionnaire • Guide to Interacting with our consultation plans Paper copies of consultation documents were also made available at public information events and inspection points.	
Section 46: Duty to notify Secretary of State of proposed application		
(1) The Applicant must supply the Secretary of State with such information in relation to the proposed application as the Applicant would supply to the Secretary of State for the purpose of complying with Section 42 if the Applicant were required by that section to consult the Secretary of State about the proposed application.	The Applicant notified the PINs under Section 46 of the PA 2008 of the upcoming statutory consultation. The Applicant provided the following information: • Letter sent to Section 42 consultees • Section 48 notice • Consultation feedback questionnaire	8 April 2024
(2) The Applicant must comply with subsection (1) on or before commencing consultation under Section 42.	The Applicant notified the PINs under Section 46 of the PA 2008 of the upcoming statutory consultation on 8 April 2024, before the date of the commencement of the statutory consultation under Section 42 on 10 April 2024.	8 April 2024
Section 47: Duty to consult local community		
(1) The Applicant must prepare a statement setting out how the Applicant proposes to consult, about the proposed application, people living in the vicinity of the land.	A SoCC was published as part of the consultation documentation.	The SoCC was published 10 April 2024
(2) Before preparing the statement, the Applicant must	Norfolk County Council; South Norfolk Council; Suffolk County Council; Mid	Initial discussions took place to inform

Statutory Regulation	Activity Undertaken	Date Undertaken
consult each local authority that is within Section 43(1) about what is to be in the statement. (3) The deadline for the receipt by the Applicant of a local authority's response to consultation under subsection (2) is the end of the period of 28 days that begins with the day after the day on which the local authority receives the consultation documents.	Suffolk District Council; Babergh District Council; Essex County Council; Colchester City Council; Tendring District Council; Braintree District Council; Chelmsford City Council; Brentwood Borough Council; Thurrock Council; and Basildon Borough Council were all provided with a draft copy of the SoCC and were formally invited to comment.	drafting of the SoCC. Informal consultation took place from 2 December 2023 until 5 January 2024. Formal consultation on the SoCC took place between the 2 March 2024 and 2 April 2024 which was a period of more than 28 days.
(4) In subsection (3) "the consultation documents" means the documents supplied to the local authority by the Applicant for the purpose of consulting the local authority under subsection (2).	The consultation documents supplied to the local authorities comprised of the draft SoCC and cover email.	Informal consultation took place from 2 December 2023 until 5 January 2024. Formal consultation on the SoCC took place between the 2 March 2024 and 2 April 2024.
(5) In preparing the statement, the Applicant must have regard to any response to consultation under subsection (2) that is received by the Applicant before the deadline imposed by subsection (3).	Comments were received from all 13 LPAs as consulted on the draft SoCCs and National Grid responded to the comments received (with Babergh and Mid Suffolk District Councils submitting a joint response). The draft SoCC was amended as appropriate prior to the formal SoCC being published. Regard to responses received to the SoCC are contained in **Appendix E** of this report.	Informal consultation took place from 2 December 2023 until 5 January 2024. Formal consultation on the SoCC took place between the 2 March 2024 and 2 April 2024.
(6) Once the Applicant has prepared the statement, the Applicant must— (a)make the statement available for inspection by the public in a way that is reasonably convenient for people living in	The SoCC was made available or inspection free of charge at 24 inspection points in the vicinity of the project for the duration of the statutory consultation. **Appendix E** of this report contains evidence of the SoCC on the project webpage.	The Section 47 notice was published between 10 and 17 April 2024.

Statutory Regulation	Activity Undertaken	Date Undertaken
the vicinity of the land, (b) publish, in a newspaper circulating in the vicinity of the land, a notice stating where and when the statement can be inspected, and (c) publish the statement in such manner as may be prescribed.	The SoCC was available at the inspection points as listed in **Table 8.11** of this report. The Section 47 notice was placed in the following three local newspapers: (see **Appendix H** of this report): • East Anglian Daily Times; • Eastern Daily Press; and • Essex Chronicle.	
(7) The Applicant must carry out consultation in accordance with the proposals set out in the statement.	National Grid promoted the consultation in line with the SoCC. Chapter 8 of this report provides further detail on how compliance was met.	SoCC compliant statutory consultation held between 10 April 2024 and 26 July 2024.
Section 48: Duty to publicise the proposed application		
(1)The Applicant must publicise the proposed application in the prescribed manner.	The Applicant prepared and published a Section 48 notice in accordance with Regulation 4(2) of the APFP Regulations in the following newspapers: • East Anglian Daily Times – 10 April 2024 and 17 April 2024 • Eastern Daily Press – 10 April 2024 and 17 April 2024 • London Gazette – 10 April 2024 • The Guardian – 10 April 2024 (an incorrect version). The corrected version was published on 17 April 2024 • Essex Chronicle – 11 April 2024 and 18 April 2024 Following the announcement of the General Election, the consultation was extended by a period of five weeks. The Section 48 notice was republished in the following newspapers: • East Anglian Daily Times – 12 June 2024 and 19 June 2024 • Eastern Daily Press – 12 June 2024 and 19 June 2024 • London Gazette – 12 June 2024 • The Guardian – 12 June 2024	Between 10 April 2024 and 20 June 2024

Statutory Regulation	Activity Undertaken	Date Undertaken
	• Essex Chronicle – 13 June 2024 and 20 June 2024 A copy of the newspaper notices can be found in **Appendix H** of this report.	
(2)Regulations made for the purposes of subsection (1) must, in particular, make provision for publicity under subsection (1) to include a deadline for receipt by the Applicant of responses to the publicity.	The Section 48 notice included the consultation deadline of 11:59pm Tuesday 18 June 2024. The republished Section 48 notice (detailing the five week extension following the announcement of the General Election) included the new consultation deadline of 11:59pm Friday 26 July.	
Section 49: Duty to take account of responses to consultation and publicity		
(1) Subsection (2) applies where the Applicant— (a)has complied with sections 42, 47 and 48, and (b)proposes to go ahead with making an application for an order granting development consent (whether or not in the same terms as the proposed application).	This Consultation Report details how the Applicant has had regard to responses received to consultation. **Chapters 5 and 6** of this report detail how National Grid has taken into account feedback received during the non-statutory consultations. **Chapter 9** of this report details how National Grid has taken account of responses received during the statutory consultation. **Chapter 10** of this report details how National Grid had regard to responses received during the 2025 targeted consultations. **Chapter 11** of this report details how National Grid has taken account of responses received to the 2025 further landowner consultations.	Non-statutory 1: Spring/Summer 2022. Non-statutory 2: Summer 2023. Statutory: Spring/Summer 2024. Targeted consultations: • Norfolk and Suffolk: Winter/Spring 2025 • Essex and Thurrock: Winter/Spring 2025 • Thurrock 3: Winter/Spring 2025 Further landowner consultation: Summer 2025
(2) The Applicant must, when deciding whether the application that the Applicant is actually to make should be in the same terms as the	The Applicant has had regard to all relevant responses to consultation and publicity. **Chapter 5** of this report details how the Applicant had regard to all responses	

Statutory Regulation	Activity Undertaken	Date Undertaken
proposed application, have regard to any relevant responses.	received to the 2022 non-statutory consultation. It is also detailed in the 2022 Non-statutory Consultation Feedback report included in Appendix B. **Chapter 6** of this report details how the Applicant had regard to all responses received to the 2023 non-statutory consultation. It is also detailed in the 2023 Non-statutory Consultation Feedback report included in Appendix C. **Chapter 9** of this report details how the Applicant had regard to all responses received to the 2024 statutory consultation. **Chapter 10** of this report details how the Applicant had regard to all responses received to the 2025 targeted consultations. **Chapter 11** of this report details how the Applicant had regard to all responses received to the 2025 further landowner consultations.	
(3) In subsection (2) “relevant response” means— (a)a response from a person consulted under Section 42 that is received by the Applicant before the deadline imposed by Section 45 in that person's case, (b)a response to consultation under Section 47(7) that is received by the Applicant before any applicable deadline imposed in accordance with the statement prepared under Section 47, or (c)a response to publicity under Section 48 that is received by the Applicant before the deadline imposed in accordance with Section 48(2) in relation to that publicity.	Section 42, 47 and 48 responses are considered in Chapter 9 of this report.	

Statutory Regulation	Activity Undertaken	Date Undertaken
Section 50: Guidance about pre-application procedure		
(1) Guidance may be issued about how to comply with the requirements of this Chapter. (2) Guidance under this section may be issued by the Secretary of State. (3) The Applicant must have regard to any guidance under this section.	National Grid considers it has complied with the guidance as detailed in this report.	Ongoing

4.5 Compliance with The Infrastructure Planning (Applications: Prescribed Forms and Procedure) (APFP) Regulations 2009 (as amended)

4.5.1 **Table 4.4** of this report sets out how National Grid has complied with The Infrastructure Planning (APFP) Regulations 2009 (as amended), namely:

- Regulation 3: Prescribed Consultees
- Regulation 4: Publicising a proposed application

Table 4.4 How National Grid has complied with the Infrastructure Planning (APFP) Regulations 2009 (as amended)

Regulation	Activity	Date Undertaken
Regulation 3 Prescribed consultees		
The persons prescribed for the purposes of Section 42(a) (duty to consult) are those listed in column 1 of the table in Schedule 1 to these Regulations, who must be consulted in the circumstances specified in relation to each such person in column 2 of that table.	The Applicant consulted all persons prescribed under the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 who were deemed to be relevant to this Applicant by the descriptions set out in column 2 of that table.	
Regulation 4 Publicising a proposed application		
(2) The Applicant must publish a notice, which must include the matters prescribed by paragraph (3)	A copy of the Section 48 notice and publications are in Appendix H of this report.	The Section 48 notice was published in various newspaper between

Regulation	Activity	Date Undertaken
of this regulation, of the proposed application—		10 April 2024 to 18 April 2024. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and the Section 48 notice was republished detailing the consultation extension in the same newspapers between 12 June 2024 to 20 June 2024.
(a) for at least two successive weeks in one or more local newspapers circulating in the vicinity in which the Proposed Development would be situated;	The Section 48 notice was placed in the following local newspapers (see **Appendix H** of this report): • East Anglian Daily Times (10 and 17 April 2024; and 12 and 19 June 2024) • Eastern Daily Press (10 and 17 April 2024; and 12 and 19 June 2024) • Essex Chronicle (11 and 18 April 2024; and 13 and 20 June 2024)	The Section 48 notice was published in newspapers between 10 April 2024 to 18 April 2024. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and the Section 48 notice was republished detailing the consultation extension in the same newspapers between 12 June 2024 to 20 June 2024.
(b) once in a national newspaper;	The Guardian	The Section 48 notice was published on 10 April 2024, but this was incorrect. A correct version of the Section 48

Regulation	Activity	Date Undertaken
		notice was published on 17 April 2024. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and the Section 48 notice was republished detailing the consultation extension on 12 June 2024.
(c) once in the London Gazette and, if land in Scotland is affected, the Edinburgh Gazette; and	The London Gazette	The Section 48 notice was published 10 April 2024. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and the Section 48 notice was republished detailing the consultation extension on 12 June 2024.
(d) where the proposed application relates to offshore development – (i) once in Lloyds List; and (ii) once in an appropriate fishing trade journal.	Not applicable	Not applicable
(3) The matters which the notice must include are:		
(a) the name and address of the Applicant;	The Section 48 notice included the following: 'Notice is hereby given that National Grid Electricity Transmission plc ("National	The Section 48 notice was published in newspapers

Regulation	Activity	Date Undertaken
	Grid") of National Grid House, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA…'	between 10 April 2024 to 18 April 2024. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and the Section 48 notice was republished detailing the consultation extension in the same newspapers between 12 June 2024 to 20 June 2024.
(b) a statement that the Applicant intends to make an application for development consent to the Secretary of State;	The Section 48 notice included the following: '…intends to apply to the Secretary of State for a Development Consent Order ("DCO") under Section 37 of the Planning Act 2008 (as amended) to authorise the construction of Norwich to Tilbury.'	The Section 48 notice was published in newspapers between 10 April 2024 to 18 April 2024. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and the Section 48 notice was republished detailing the consultation extension in the same newspapers between 12 June 2024 to 20 June 2024.
(c) a statement as to whether the application is EIA development;	The Section 48 notice included the following: 'The Project is an Environmental Impact Assessment ("EIA") development, as defined by the Infrastructure Planning (Environmental Impact Assessment)	The Section 48 notice was published in newspapers between 10 April

Regulation	Activity	Date Undertaken
	Regulations 2017 (as amended). An Environmental Statement will therefore be submitted as part of the proposed application, which will contain information about the environmental effects of the Project.'	2024 to 18 April 2024. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and the Section 48 notice was republished detailing the consultation extension in the same newspapers between 12 June 2024 to 20 June 2024.
(d) a summary of the main proposals, specifying the location or route of the Proposed Development;	The Section 48 notice included a description of the Project and the principal elements.	The Section 48 notice was published in newspapers between 10 April 2024 to 18 April 2024. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and the Section 48 notice was republished detailing the consultation extension in the same newspapers between 12 June 2024 to 20 June 2024.
(e) a statement that the documents, plans and maps showing the nature and location of the Proposed Development are available for	The republished Section 48 notice included the following: • 'All documents, plans and maps showing the nature and location of the proposed development, including the preliminary environmental information, will be available to download free of	The Section 48 notice was published in newspapers between 10 April 2024 to 18 April 2024.

Regulation	Activity	Date Undertaken
inspection free of charge at the places (including at least one address in the vicinity of the Proposed Development) and times set out in the notice;	charge from 12:00 noon on 10 April 2024 until 11:59pm on Friday 26 July 2024 on http://www.nationalgrid.com/n-t (via the document library page).' • 'Reference copies of certain documents showing the nature and location of the proposed development will also be available to view free of charge from 12:00 noon on 10 April 2024 at the following inspection points in the vicinity of the Project for the duration of the consultation (until Friday 26 July 2024)…' followed by a table of 14 locations, addresses and opening times.	The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of the report and the Section 48 notice was republished detailing the consultation extension in the same newspapers between 12 June 2024 to 20 June 2024.
(f) the latest date on which those documents, plans and maps will be available for inspection;	The republished Section 48 notice included the following: • 'All documents, plans and maps showing the nature and location of the proposed development, including the preliminary environmental information, will be available to download free of charge from 12:00 noon on 10 April 2024 until 11:59pm on Friday 26 July 2024…' • 'Reference copies of certain documents showing the nature and location of the proposed development will also be available to view free of charge from 12:00 noon on 10 April 2024 at the following inspection points in the vicinity of the Project for the duration of the consultation (until Friday 26 July 2024) …' • 'The consultation is running between 12:00 noon on 10 April 2024 and 11:59pm on Friday 26 July 2024.'	The Section 48 notice was published in newspapers between 10 April 2024 to 18 April 2024. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and the Section 48 notice was republished detailing the consultation extension in the same newspapers between 12 June 2024 to 20 June 2024.
(g) whether a charge will be made for copies of any of the documents, plans or maps and the amount of any charge;	The Section 48 notice included the following: 'Requests for paper copies of the technical documents will be reviewed on a case by-case basis. To cover printing costs a reasonable copying charge may apply, to be paid for by the recipient and up-to a	The Section 48 notice was published in newspapers between 10 April 2024 to 18 April 2024. The consultation was extended by a

Regulation	Activity	Date Undertaken
	maximum value of £500 for the whole suite of consultation documents.'	period of five weeks as detailed in **Section 3.4.1** of this report and the Section 48 notice was republished detailing the consultation extension in the same newspapers between 12 June 2024 to 20 June 2024.
(h) details of how to respond to the publicity; and	The Section 48 notice included the following: 'Responses to the consultation can be submitted in the following ways: • online via the Project website (*http://www.nationalgrid.com/n-t*) • scanning a paper copy of the Feedback questionnaire or submitting a free text letter or email • by post at Freepost N TO T • by email (contact@n-t.nationalgrid.com).'	The Section 48 notice was published in newspapers between 10 April 2024 to 18 April 2024. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and the Section 48 notice was republished detailing the consultation extension in the same newspapers between 12 June 2024 to 20 June 2024.
(i) a deadline for receipt of those responses by the Applicant, being not less than 28 days following the date when the notice is last published	The republished Section 48 notice included the following: 'National Grid must receive all responses by 11:59pm on Friday 26 July 2024 to ensure their consideration.' 26 July 2024 was more than 28 days after the date on which the last newspaper notice was published.	The Section 48 notice was published in newspapers between 10 April 2024 to 18 April 2024. The consultation was extended by a period of five weeks as detailed in

Regulation	Activity	Date Undertaken
		Section 3.4.1 of this report and the Section 48 notice was republished detailing the consultation extension in the same newspapers between 12 June 2024 to 20 June 2024.
Are there any observations in respect of the Section 48 notice provided above?	The Section 48 notice was incorrectly published by the newspaper team in the Guardian. This was corrected in later versions. The correct versions of these notices were published in all other newspapers and have been available on the Project website since the launch of the statutory consultation.	First published on 10 April 2024, corrected on 17 April.

4.6 Compliance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

4.6.1 **Table 4.5** of this report sets out how National Grid has complied with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, namely:

- Regulation 6: Procedure for establishing whether environmental impact assessment is required
- Regulation 12: Consultation statement requirements
- Regulation 13: Pre-application publicity under Section 48 (duty to publicise)

Table 4.5 How National Grid has complied with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

Regulation	Activity	Date Undertaken
Regulation 8: Procedure for establishing whether environmental impact assessment is required		
(1) A person who proposes to make an application for an order granting development consent must, before carrying out consultation under Section 42 (duty to consult) either— (a) request the Secretary of State to adopt a screening	The Applicant submitted a Scoping Report to the PINs on 4 November 2022 in accordance with the EIA Regulations 2017. The Scoping Report was prepared in	4 November 2022

Regulation	Activity	Date Undertaken
opinion in respect of the development to which the application relates; or (b) notify the Secretary of State in writing that the person proposes to provide an environmental statement in respect of that development.	accordance with Advice Note Seven (PINs, 2020). The Applicant submitted a Regulation 8(1)(b) of the EIA Regulations 2017 notification to the SoS and confirmed that the Applicant intended to submit a DCO Application.	
3) A request or notification under paragraph (1) must be accompanied by— (a) a plan sufficient to identify the land; (b) a brief description of the nature and purpose of the development and of its possible effects on the environment; (c) such other information or representations as the person making the request may wish to provide or make	The Scoping Report included a plan sufficiently to identify the land, a description of the Project, and an explanation of the likely significant effects of the Project on the environment.	
Regulation 12 (EIA Regulations 2017): Consultation statement requirements		
The consultation statement prepared under Section 47 (duty to consult local community) must set out — (a) whether the development for which the Applicant proposes to make an application for an order granting development consent is EIA development; and (b) if that development is EIA development, how the Applicant intends to publicise and consult on the preliminary environmental information.	Paragraph 5.2.4 of the SoCC confirms that the Project is an EIA development and confirms publicity and consultation activities regarding the PEIR.	The SoCC was published 10 April 2024
Regulation 13 (EIA Regulations 2017): Pre-application publicity under Section 48 (duty to publicise)		
Where the proposed application for an order granting development consent is an application for EIA development, the Applicant must, at the same time as publishing notice of the proposed application under Section 48(1), send a copy of that notice to the consultation bodies and to any person notified to the Applicant in accordance with regulation 9(1)(c).	A copy of the Section 48 notice was sent to all EIA consultation bodies along with a consultation notification letter. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of the report and the Section 48 notice was resent to all EIA consultation bodies.	The Section 48 notice was sent 10 April 2024. The Section 48 notice detailing the consultation extension was sent 5 June 2024.

Regulation	Activity	Date Undertaken
	Please refer to **Appendix H** of the report.	

4.7 Compliance with PINs Guidance on Nationally Significant Infrastructure Projects: Advice on the Consultation Report

4.7.1 **Table 4.6** of this report sets out how National Grid (the Applicant) has complied with the guidance in PINs Nationally Significant Infrastructure Projects: Advice on the Consultation Report (August 2024).

Table 4.6 How National Grid has Complied with the Guidance set out in PINs Nationally Significant Infrastructure Projects: Advice on the Consultation Report

Guidance	Comment
Purpose of the consultation report	
The consultation report must explain how the Applicant has complied with the statutory pre-application consultation requirements set down in the Planning Act, 2008 specifically the requirements to:	Chapter 7 of this report summarises the preparation undertaken for the statutory consultation.
• consult with prescribed consultees (Section 42) • consult with the community (Section 47) • publicise the proposed application (Section 48) • have regard to consultation responses (Section 49) • have regard to the government's guidance on the Pre-application stage (Section 50)	**Chapter 8** (**Sections 8.4-8.6**) of this report summarises the Section 42 consultation with prescribed consultees, statutory undertakers and local authorities. **Section 8.7** of this report includes Section 42 consultation with PILs **Chapter 8** (**Section 8.9**) of this report summarises the Section 47 consultation with the local community (including non-prescribed organisations) **Chapter 8** (**Section 8.11**) of this report summarises how National Grid publicised the proposed application for development consent in compliance with Section 48 of the PA 2008. No responses were received that specifically identified themselves as being in response to the Section 48 statutory publicity, which in any event directed readers of that publicity to the same consultation materials as those provided to inform consultation responses pursuant to Section 42, Section 44 and Section 47.

Guidance	Comment
	Chapter 9 of this report demonstrates the requirement to have regard to consultation responses (Section 49). **Chapter 4** (**Section 4.2** of this report): **Table 4.2** of this report details National Grid has complied with the guidance, PA 2008: Guidance on the pre-application process, published by the (then) DCLG.
The report should also explain any non-statutory pre-application consultation that has been undertaken by the Applicant.	**Chapter 5** of this report describes the non-statutory consultation undertaken in 2022. **Chapter 6** of this report describes the non-statutory consultation undertaken in 2023. **Chapter 10** of this report describes the three targeted consultations that took place between 30 January 2025 and 17 April 2025. **Chapter 11** of this report describes the PILs engagement held in May 2025.
The consultation report should include an explanation of how the Applicant has had regard to the Planning Inspectorate's pre-application advice and the advice provided by other statutory consultees and local authorities.	**Chapter 4** of this report details how National Grid has complied with pre-application advice from PINs, including: • PA 2008: Guidance on the pre-application process (March 2015), Department for Communities and Local Government's (DCLG) (); • PA 2008: Pre-application stage for Nationally Significant Infrastructure Projects (April 2024); • Statutory Requirements of the PA 2008; • The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) • The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017; • PINs' Nationally Significant Infrastructure Projects: Advice on the Consultation Report (August 2024); • PINs' Guidance on Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus; • Nationally Significant Infrastructure Projects: Advice on EIA Notification and Consultation (September 2024); and

Guidance	Comment
	• PA 2008: Guidance related to procedures for the compulsory acquisition of land (September 2013) (Department for Communities and Local Government (DCLG) ((DCLG) D.f., 2013). **Chapter 7 (Section 7.3)** of this report summarises the process undertaken to consult the LPAs on the SoCC where LPAs provided their advice. National Grid did not receive or seek advice from any other statutory consultees on the consultation process.
Environmental Impact Assessment Regulations consultation	
The Applicant may wish to draw attention to consultation responses received under the EIA process, but any reference to the EIA consultation should be addressed separately from the non-statutory and statutory consultation carried out under the Planning Act.	ES Appendix 5.2 (application document 6.3.5.2) includes a summary of responses received during the EIA process and how these were responded to.
Format and content of the consultation report	
The main aim of the consultation report is to provide clarity on what consultation has been done and how the Applicant has taken feedback into account. The Planning Inspectorate should be able to understand how the consultation was undertaken and how the issues raised have been addressed or responded to. The report does not need to include an excessively detailed description of every element of the consultation programme.	Multiple rounds of consultation have been undertaken. The report details the changes made following feedback received at every consultation. **Chapter 5** of this report provides a summary of the 2022 non-statutory consultation. **Section 5.6** of this chapter highlight the changes made following the issues raised from this consultation. **Chapter 6** of this report provides a summary of the 2023 non-statutory consultation. **Section 6.6** of this chapter highlight the changes made following the issues raised from this consultation. **Chapter 8** of this report provides a summary of the statutory consultation undertaken. **Chapter 9 (Section 9.7)** of this report highlights the changes made following the issues raised from the statutory consultation as well as National Grid's responses to the issues raised at statutory consultation. **Chapter 10** of this report provides a summary of the three 2025 targeted consultations as

Guidance	Comment
	well as National Grid's responses to the issues raised at the targeted consultations.
Introductory text	
Introductory text should provide an overview including: • a summary of the consultation activities undertaken • a table or timeline summarising both statutory and non-statutory consultation in chronological order	**Chapter 3** of this report provides a summary, including a high-level timeline, of all activities undertaken for non-statutory, statutory and targeted consultations.
This section should explain the relationship between any initial strategic options stages of the project, any subsequent non-statutory consultation that may have taken place, and the statutory consultation carried out.	**Section 1.2** of this report provides a summary about the Project and how the Project has been developed. **Appendix A** of this report details the key meetings that have been held prior to, during, and after each round of consultation. **Chapter 5** of this report provides a summary of the 2022 non-statutory consultation and the changes made as a result. **Chapter 6** of this report provides a summary of the 2023 non-statutory consultation and the changes made as a result. **Section 6.7** of this report provides a summary of any ongoing engagement and consultation prior to and in-between non-statutory and statutory consultations. **Chapter 8** of this report provides a summary of the 2024 statutory consultation and the changes made as a result. **Chapter 10** of this report provides a summary of the 2025 targeted consultations and the changes made as a result. The East Anglia Green Energy Enablement (GREEN) Project Background Document published in April 2022 includes a summary of the strategic options process.
Many NSIPs evolve over an extended period with previous proposals, or elements of proposals, that may have been consulted on then abandoned. Where this is the case a brief description of any historic consultation activity, including any information available about the general content of the consultation and the	**Chapters 1** of this report provides a background to the Project. **Chapter 3** of this report provides an overview of historic consultation activities, including the general content of the consultation and summaries of design changes made as a result of feedback received.

Guidance	Comment
number of responses at that time, can be helpful. However, a detailed planning history of the site is not necessary.	**Chapter 5** and **Appendix B** of this report provides details on historic consultation activities relating to the 2022 non-statutory consultation, including details on the general content of the consultation and the number of responses at that time. **Chapter 6** and **Appendix C** of this report provides details on historic consultation activities relating to the 2023 non-statutory consultation, including details on the general content of the consultation and the number of responses at that time.
Multi-stage consultations	
It is helpful if each stage of non-statutory and statutory consultation is presented and explained chronologically in separate chapters or sections of the report. This can also include separate summary schedules of consultation responses for each round of consultation, which could be included as an appendix to the report.	**Chapter 5** of this report provides a summary of the 2022 non-statutory consultation. **Appendix B** of this report includes the summary of matters raised and National Grid's response. **Chapter 6** of this report provides a summary of the 2023 non-statutory consultation. **Appendix C** of this report includes the summary of matters raised and National Grid's response. **Chapter 8** of this report provides a summary of the 2024 statutory consultation as well as the summary of matters raised and National Grid's response. **Chapter 10** of this report provides a summary of the 2025 targeted consultation as well as the summary of matters raised and National Grid's response.
Statutory consultation	
Duty to notify the Secretary of State (Section 46)	
The report should include details of when the Applicant notified the Planning Inspectorate of their intention to submit a NSIP application and carry out statutory consultation. As required by Section 46 of the Planning Act the Applicant must notify the Planning Inspectorate before commencing consultation under Section 42. The report should confirm when the full suite of consultation documents was provided to the	**Chapter 8** (**Section 8.8**) of this report highlights the details of when National Grid notified the PINs of the proposed application for development consent and intent to undertake statutory consultation. **Section 8.8** of this report also details the consultation documents that were sent with the Section 46 notification letter.

Guidance	Comment
Planning Inspectorate and include a list of those documents	Appendix D to this report exhibits the letter sent to the PINs and the acknowledgement received.
Duty to consult (Section 42)	
The report should include a list of all persons and consultation bodies that were consulted. The Applicant should provide a sample of the letter sent to each type of consultee which includes the date it was sent, and the deadline given for responses. These can be included as an appendix. The Applicant should list the consultees in the order suggested below. For each type of consultee, the Applicant should include the dates they were consulted.	Section 42(1)(a) – **Chapter 8** (**Section 8.4**) of this report describes the process for consulting prescribed consultees under Section 42(1)(a). Appendix F1 of this report provides the list of prescribed consultees and Appendix F3 of this report exhibits the letters sent. Section 42(1)(b) - **Chapter 8** (**Section 8.5**) of this report describes the process for consulting prescribed consultees under Section 42(1)(b). Appendix F2 of this report provides the list of prescribed consultees and Appendix F3 of this report exhibits the letters sent. Section 42(1)(d) - **Chapter 8** (**Section 8.7**) of this report describes the process for consulting PILs under Section 42(1)(d). Appendix G1 of this report provides the list of consultees and Appendix G2 of this report exhibits letters sent. Section 47/48 - **Chapter 8** (**Section 8.9**) of this report describes the process for consulting the local community under Section 47. **Appendix I10** of this report provides the list of non-prescribed consultees, **Appendix I9** of this report exhibits the letters sent and **Appendix H** of this report includes the site notices. Section 42(1)(aa) consultees are not applicable for the Project as detailed in **Chapter 8** of this report.
Prescribed consultees (Section 42(1)(a), (aa) and (c))	
The list of the prescribed consultees should follow the order they are presented in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the APFP Regulations 2009). Any variations between the Applicant's list of prescribed consultees and the list set out in Schedule 1 of the APFP Regulations 2009	**Appendix F** of this report provides a list of prescribed consultees in the same order as listed in the APFP regulations.

Guidance	Comment
should be justified. Where relevant, the list of prescribed consultees should also include the Marine Management Organisation (Section 42(1)(aa)) and the Greater London Authority (Section 42(1)(c)).	
Relevant local authorities (Section 42(1)(b))	
The report should include a short description of how Section 43 of the Planning Act has been applied in identifying the relevant local authorities. This can be illustrated by a map showing the site and identifying the boundaries of the relevant local authorities.	This is set out in **Table 8.1** of this report and a Project location map was included in the consultation materials - see **Appendix I** of this report and **Figure** 8.1 of this report.
Persons with an interest in land (Section 42(1)(d))	
The report should include the number of persons with an interest in the Order land who were consulted. This can be divided to show the numbers under each category set out in Section 44 of the Planning Act. It is not necessary to list the names of all individuals identified in the Book of Reference.	**Chapters 8, 10** and **11** of this report detail how the PILs were consulted during statutory consultation, targeted consultation and additional engagement activities. **Appendix G** of this report provides the consultee list and letters sent to PILs.
The Applicant must demonstrate that diligent enquiry was undertaken to identify persons under Section 44 and to ensure that an up-to-date Book of Reference is submitted with the application. It should also set out the methodology for identifying persons in Category 3 (those who may make a relevant claim).	The Land Referencing Methodology is provided in **Appendix J** of this report.
If changes to the red line boundary of the project were made during the pre-application stage, and as a result additional persons with an interest in land were identified and consulted, the Applicant should describe: • how many additional persons with an interest in land were consulted • how and when they were consulted • what information they were provided with	Where changes to the Project alignment were made within the Project Order Limits of the targeted consultation areas, and new and existing PILs were identified, PILs were consulted as part of the three targeted consultation that ran from 30 January 2025 and 17 April 2025. Further details can be found in **Chapter 10** of this report. **Chapter 11** of this report provides details of further landowner consultation conducted in June and July 2025.

Guidance	Comment
The Applicant should explain how they have dealt with any new interests in land that have emerged after the statutory consultation has concluded.	**Chapter 10** of this report highlights the engagement with PILs and feedback received from the three targeted consultations undertaken in 2025. **Chapter 11 (Section 11.1)** of this report highlights the additional PIL consultation undertaken after the targeted consultations were undertaken. **Section 11.2** of this report summarises the feedback received from this.
Duty to consult the local community (Section 47)	
The Planning Inspectorate will need to be satisfied that the Applicant has complied with the SoCC preparation process. The report should include evidence which shows:	
• which local authorities were consulted about the content of the draft SoCC • what the local authorities' comments were • confirmation that the local authorities were given 28 days to provide their comments • a description of how the Applicant had regard to the local authorities' comments. For example, where a local authority identified digitally disadvantaged groups the Applicant should explain what mitigation was put in place to allow those people to engage, such as providing a telephone helpline where appropriate, an explanation of why the Applicant did not act on a response from a local authority	13 host authorities were consulted: • Babergh District Council; • Basildon Borough Council; • Braintree District Council; • Brentwood Borough Council; • Chelmsford City Council; • Colchester City Council; • Essex County Council; • Mid Suffolk District Council; • Norfolk County Council; • South Norfolk District Council; • Suffolk County Council; • Tendring District Council; and • Thurrock Council. **Chapter 7** and **Appendix E** of this report detail the comments from the LPAs and regard made to those comments. Informal consultation on the SoCC took place between 2 December 2023 until 5 January 2024 which allowed the LPAs more than 28 days to provide their comments. Formal consultation on the SoCC took place between 2 March 2024 and 2 April 2024 which allowed the LPAs more than 28 days to provide their comments. Compliance with the SoCC is provided in **Table 8.4** for this report.

Guidance	Comment
The Applicant should provide evidence that the SoCC: • was available for inspection online, Evidence could include a screenshot of the relevant webpage showing the published SoCC and including the full website address, relevant telephone number for enquiries, and confirmation that the public could access the webpage free of charge • was published in the local press, Evidence should include a scanned copy of the published notice as it appeared, and details of the local newspapers it was published in and when	**Appendix E** of this report contains evidence of the SoCC on the relevant webpage. Appendix **H** of this report contains evidence of the SoCC notice in the local newspapers: • East Anglian Daily Times; • Eastern Daily Press; and • Essex Chronicle. **Appendix H** of this report also contains evidence of the SoCC in The Guardian and London Gazette.
Where it is not possible to provide a clear scanned copy of a notice the Applicant should provide the best available scanned copy and a document containing the text of the notice. If it was not possible to place the SoCC in a printed local newspaper the Applicant should provide a screenshot of the notice as it was published in an online local newspaper. The screenshot should include the full website address, relevant telephone number for enquiries and the date of publication.	**Appendix H** of this report contains a clear scanned copy of the notice. Evidence of the SoCC in a printed local newspaper is also shown here.
Where a SoCC was subject to one or more updates, the updated versions of each SOCC should be included. The report should explain why the SoCC was reviewed and updated from the previous version.	One SoCC was prepared for this application, see **Appendix E** of this report.
Where there are inconsistencies between the SoCC and the consultation carried out by the Applicant, this should be clearly explained and justified. For example, where additional consultation took place that was not included in the SoCC.	Details of the SoCC and compliance are provided in both **Chapter 7** and **Chapter 8** of this report and **Appendix E** of this report.
Duty to publicise (Section 48)	
The report should include a scanned copy of the Section 48 notice as it appeared in the local and national newspapers and journals. Where it is not possible to provide a clear scanned copy of the notice then the Applicant should provide the best available scanned copy and a document containing the text of the notice. The	**Appendix H** of this report contains evidence of the Section 48 notice in the local newspapers: East Anglian Daily Times, Eastern Daily Press and Essex Chronicle and national newspapers: the Guardian and London Gazette.

Guidance	Comment
scanned copy of the notice should clearly show the publication's name and the date of publication.	The Section 48 notice was published at the start of consultation and republished when the consultation was extended. Full details of this can be found in **Section 8.11** of this report.
Where it was not possible to place the notice in printed newspapers and journals, a screenshot of the notice as it was published in online publications should be provided. The screenshot should include the full website address, relevant telephone number for enquiries and the date of publication.	**Appendix H** of this report contains evidence of the Section 48 notice in the local newspapers: East Anglian Daily Times, Eastern Daily Press and Essex Chronicle and national newspapers: the Guardian and London Gazette.
The report should confirm where and when the notice was published, and the time period given for responses.	The Section 48 notice was published at the start of consultation and republished when the consultation was extended. Full details of this can be found in **Section 8.11** of this report.
The report should confirm that the Section 48 notice was sent to the Environmental Impact Assessment (EIA) consultation bodies at the same time as it was published.	A copy of the Section 48 notice was sent to all EIA consultation bodies along with a consultation notification letter. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and the Section 48 notice was re-sent to all EIA consultation bodies. Please refer to **Appendix H** of this report for the Section 48 notices and **Appendix F** of this report for a copy of the letters as sent.
Duty to take account of responses to consultation (Section 49)	
The report should provide evidence that the Applicant has had regard to the responses to consultations when preparing their application.	**Appendix B** of this report contains a summary of responses received to the 2022 non-statutory consultation and National Grid's regard had to those comments. **Appendix C** of this report contains a summary of responses received to the 2023 non-statutory consultation and National Grid's regard had to those comments. **Chapter 9** of this report consists of a summary of responses received to statutory consultation and National Grid's regard had to those comments. **Chapter 10** of this report provides a summary of responses received to the three targeted consultations and National Grid's regard had to those comments.

Guidance	Comment
Summary of responses	
The Applicant should provide a summary of the individual responses received. The responses should be categorised in an appropriate way. It may be appropriate for the Applicant to group responses under headline issues. The Applicant must not present responses in a misleading way or out of context from the original views in the response.	The coding methodology followed for all consultations is summarised in **Chapter 9** of this report. Summary tables are separated into sections of the Project as consulted on (such as 'South Norfolk' and 'Mid Suffolk'), and within each table summaries are grouped into headline issues (such as 'Agricultural land' and 'Community/Social Impact') Grouping headline issues, statements and feedback enables a structured and organised report which is user-friendly. Throughout this process, the detail of comments is not lost in any way, with new code summaries added with each new piece of feedback. **Appendix B** of this report contains a summary of responses received to the 2022 non-statutory consultation and National Grid's regard had to those comments. **Appendix C** contains a summary of responses received to the 2023 non-statutory consultation and National Grid's regard had to those comments. **Chapter 9** of this report consists of summary of responses received to statutory consultation and National Grid's response issues raised. **Chapter 10** of this report provides a summary of responses received to the three targeted consultations and National Grid's regard had to those comments.
The Applicant should provide an explanation of the method used (coding) to group and organise responses, including any safeguarding and cross-checking processes.	The coding methodology is summarised in **Chapter 9** of this report.
The summary of responses should identify: • comments that are relevant (directly or indirectly) to changes made to the project during the pre-application stage. For example, changes to siting, route, design, or scale of the scheme itself, or to mitigation or compensatory measures proposed	**Chapter 9** of this report contains details of all headline issues raised as well as change requests, including those which either were or were not taken forward. Details of late responses have also been summarised. **Chapter 10** of this report consists of a summary of responses received to the three

Guidance	Comment
• comments that led to no change, including an explanation of why the Applicant considered that no change to the project was required • comments that were received after deadlines set by the Applicant and the process used to deal with these	targeted consultations and National Grid's regard had to those comments.
Duty to have regard to the government's pre-application guidance (Section 50)	
The report should provide evidence that demonstrates how the Applicant has had regard to the government's guidance on the Pre-application stage. The report should illustrate how the relevant guidance has been followed. If the Applicant has diverged from the guidance this should be explained and justified.	**Table 4.2** in **Chapter 4** (**Section 4.2**) of this report summarises how National Grid has complied with the guidance provided for the pre-application process.
Demonstrating regard to pre-application advice	
The Applicant's consultation report should include evidence which demonstrates how they have had regard to the Section 51 pre-application advice from the Planning Inspectorate and advice from the other statutory consultees which provide advice on behalf of the government.	**Table 4.3** in **Chapter 4** (**Section 4.3**) of this report summarises how National Grid has complied with the guidance set out by the PINs. Appendix A3 of this report details how the Applicant has had regard to advice received under Section 51.
Provision of this evidence will: • support the Applicant's case to demonstrate that they have complied with the requirements of Part 5, Chapter 2 of the Planning Act • give confidence to stakeholders that the Applicant has considered the statutory advice received and made all reasonable efforts to submit a well prepared application There is no prescribed format for providing this evidence however it may be best presented in a table appended to the consultation report.	**Table 4-3** in **Chapter 4 (Section 4.3)** of this report summarises how National Grid has complied with the guidance set out by the PINs.
Reporting on the adequacy of consultation milestone	
The adequacy of consultation milestone is a requirement established in the government's guidance on the Pre-application stage. The Planning Inspectorate's Pre-application Prospectus gives further details about the adequacy of consultation milestone procedure.	National Grid prepared an AoCM report which detailed the consultation undertaken to date for the Project. The AoCM was submitted to PINs on 13 June 2025 and is available to view on the PINs website.

Guidance	Comment
The Applicant should summarise how they have discharged the adequacy of consultation milestone procedure in the consultation report. This should include how the Applicant has had regard to any comments received from local authorities, statutory consultees and the Planning Inspectorate in relation to the adequacy of consultation milestone.	**Chapter 13** of this report details how National Grid has had regard to comments received on the AoCM report from LPAs, statutory consultees and the PINs following submission of the AoCM report to the Planning Inspectorate on 13 June 2025.
Non-statutory consultation and engagement	
The Applicant may have undertaken early non-statutory consultation. For example, with statutory consultation bodies when identifying options, or in advance of statutory consultation. The Applicant may also have been engaged in non-statutory consultation after the statutory consultation. For example, when changes have been made to the project.	Pre-consultation activities are summarised in **Chapter 1** of this report, and further detail is provided in **Appendix A** of this report. **Chapter 10** of this report describes the three targeted consultations that took place between 30 January 2025 and 17 April 2025.
The Applicant should describe the non-statutory consultation that took place to the same level of detail as the statutory consultation. While it is not necessary for the Applicant to demonstrate how they have had regard to the non-statutory consultation comments, they should explain how comments received influenced the project.	**Chapter 5** of this report summarises the non-statutory consultation undertaken in 2022. **Section 5.6** of this report summarises how comments received influenced the project. **Appendix B** of this report exhibits the non-statutory consultation undertaken in 2022. **Chapter 6** of this report summarises the non-statutory consultation undertaken in 2023. **Section 6.6** summarises how comments received influenced the project. **Appendix C** of this report exhibits the non-statutory consultation undertaken in 2023. **Chapter 10** of this report summarises the three targeted consultations that took place in 2025. **Section 10.7** of this report summarises how comments received influenced the project.
The Applicant should explain the nature and purpose of any targeted non-statutory consultation. For example, if it was geographically focused what consultees were included and what was the rationale for the geographic extent of the consultation. If a reduced number of prescribed consultees were consulted, the Applicant should explain the rationale for the selection.	**Chapter 10** of this report explains the three targeted consultations undertaken. This includes an explanation of the nature and purpose of the targeted consultations.

Guidance	Comment
Where the Applicant has made changes to the project, whether material or non-material. They should explain which consultees were informed about the change, the approach taken to selecting consultees and an explanation of how and when they were consulted.	**Section 5.6** of this report includes the changes made as a result of the 2022 non-statutory consultation feedback. **Section 6.6** of this report includes the changes made as a result of the 2023 non-statutory consultation feedback. **Section 9.7** of this report includes a summary of the changes made as a result of the 2024 statutory consultation feedback. **Chapter 9** of this report details the consultation and engagement that has taken place after statutory consultation.
Consultation report appendices	
Appendices should be used to provide evidence that demonstrates compliance with the requirements of the Planning Act, government guidance and the advice of the Planning Inspectorate and other statutory consultees. The appendices should be clearly referenced in the report. The Applicant should use a referencing system that corresponds to the chapters or sections of the report. A chronological approach which demonstrates the journey through the consultation should be used.	The appendices have been used to provide supporting evidence to what has been detailed within this report to demonstrate compliance with the requirements of the PA 2008. Appendices are separated in a logical order which follows chronologically through from both non-statutory consultations, statutory consultation and targeted consultation. Information is grouped into different elements of the process. For example, **Appendix E** of this report contains the SoCC and all supporting information. The referencing system is clearly defined through the use of letters and numbers which are referenced within the body of the main report.
A separate appendix should be provided for each element of the Section 42 statutory consultation and the Section 48 publicity. For multi-stage statutory consultations, the appendices should be ordered chronologically with a separate appendix for each stage that is subdivided into the different elements of the consultation.	Appendix F and Appendix G of this report exhibit a list of each element of the Section 42 statutory consultation. Appendix H of this report exhibits each element of the Section 48 publicity notice.
Evidence of non-statutory consultation should be assembled chronologically in a separate appendix.	Appendices are separated in a logical order which follows chronologically through from both non-statutory consultations, statutory consultation and targeted consultation.

Guidance	Comment
The summary of responses table for each stage of consultation can also be included as an appendix.	**Appendix B** of this report shows the summary of responses table for the 2022 non-statutory consultation. **Appendix C** of this report shows the summary of responses table for the 2023 non-statutory consultation.
Request for the Applicant to provide consultation responses	
During the acceptance stage the Planning Inspectorate may ask the Applicant to provide a copy of any, or all, of the statutory consultation responses they received. This may be requested when there is uncertainty about whether the duty to have regard to consultation responses has been met. The Applicant should prepare for this possibility during the pre-application stage so that they can provide the required information to the Planning Inspectorate at short notice during the 28 day acceptance stage.	National Grid is able to provide a copy of any statutory consultation responses on short notice.
The Applicant is responsible for ensuring that copies of consultation responses can be provided in a timely manner. They should consider any obligations they have under data protection legislation when preparing the responses. The acceptance stage cannot be suspended or extended pending the submission of the consultation responses. The consultation responses will not be published on the Find a National Infrastructure Project website.	National Grid is able to provide copies of consultation responses in a timely manner upon request. Private and protected information has been redacted and considered in the context of data protection legislation.
Data Protection and redaction guidelines	
The Applicant must ensure that the consultation report complies with data protection legislation and that the personal data of individuals is treated appropriately. This may include redaction of data and obtaining informed consent from the individuals concerned as appropriate.	National Grid is committed to protecting personal information. Whenever such information is provided, National Grid is legally obliged to use it in line with all applicable laws concerning the protection of personal data, including the UK General Data Protection Regulation (GDPR).
The consultation report should not include the following items (if necessary, relevant information should be redacted by the Applicant): • private home addresses of individuals or information that could lead to the	Under the terms of the UK GDPR, individuals retain certain rights over how their personal data is retained and used by National Grid. For more information, see National Grid's full Privacy Notice on the National Grid website.

Guidance	Comment
identification of the location of a private individual • private email addresses and telephone numbers of individuals • sensitive or special category data within the meaning of the Data Protection Act 2018 and UK General Data Protection Regulation • written signatures • photographs of the faces of individuals who have not given consent to have their image published, including images taken at consultation events • information that could lead to the identification of a specific location of a protected species	All responses have been fully redacted to ensure confidentiality of addresses and contact details.

4.8 Compliance with guidance on Adequacy of Consultation Prospectus

4.8.1 **Table 4-7** Table 4.7 How National Grid has complied with the guidance set out by the Planning Inspectorate on the Adequacy of Consultation Milestonein this report sets out how National Grid has complied with the following guidance on the Adequacy of Consultation Prospectus:

- PA 2008: Pre-application stage for Nationally Significant Infrastructure Projects ('the Guidance') (30 April 2024);
- Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus* ('the Prospectus') (published 16 May 2024); and
- Nationally Significant Infrastructure Projects: Advice on the Consultation Report (8 August 2024).

Table 4.7 How National Grid has complied with the guidance set out by the Planning Inspectorate on the Adequacy of Consultation Milestone

Ref	Guidance	Comment
PA 2008: Pre-application stage for National Significant Infrastructure Projects ('the Guidance') (30 April 2024)		
025	What is the early adequacy of consultation milestone? The Programme Document will enable the Planning Inspectorate to determine at the Inception Meeting that the proposed consultation arrangements are adequate	National Grid prepared a Programme Document in accordance with the Guidance which set out an anticipated timeline of activities proposed to ensure an effective pre-application process.

Ref	Guidance	Comment
	for the level of complexity of the proposed project. The Programme Document should also identify an appropriate milestone during the pre-application stage to enable the Planning Inspectorate to test the progress of the consultation.	The Programme Document is available on the Project website.
	This adequacy of consultation milestone should be early enough to enable Applicants to consider how to undertake any additional engagement that may be needed, but sufficiently towards the end of the pre-application stage to assess the adequacy of the consultation that has been done. It is likely therefore to be no later than around 3 months before the intended date of submission of the application.	National Grid submitted an AoCM report to PINs on 13 June 2025. Prior to the submission of the AoCM report, National Grid had undertaken the following consultations: • The 2022 non-statutory consultation which ran between 21 April 2022 until 16 June 2022. • The 2023 non-statutory consultation which ran between 27 June 2023 until 21 August 2023. • The 2024 statutory consultation which ran between 10 April 2024 and 26 July 2024. • The Norfolk and Suffolk targeted non-statutory consultation which between 30 January and 3 March 2025. • The Essex and Thurrock targeted non-statutory consultation which ran between 25 February and 27 March 2025. • The Thurrock 3 targeted statutory consultation which ran between 18 March and 17 April 2025.
	The adequacy of consultation milestone should be recorded by the Applicant and submitted to the Planning Inspectorate as a short statement of the elements of consultation which have been carried out compared with the components set out in the Programme Document and the SoCC. The statement should include the views and any relevant supporting material from local authorities if available.	National Grid prepared an AoCM report which detailed how consultation had been caried out in accordance with the components set out in the Programme Document (Section 2.3 of the AoCM report) and the SoCC (Section 5.4 of the AoCM report). National Grid consulted with the 13 host and 30 neighbouring LPAs between 14 April 2025 and 6 May 2025 about the adequacy of consultation undertaken by National Grid to date, as set out in the SoCC.

Ref	Guidance	Comment
		Feedback on the adequacy of consultation was received from all 13 host LPAs and two neighbouring LPAs. More information about engagement with LPAs about the adequacy of consultation was set out in **Chapter 8** of the AoCM report. This information is also detailed in **Chapter 13** of this report. Copies of the feedback received from LPAs and National Grid's response to feedback was detailed in Appendix D and Appendix E of the AoCM report. This information is also detailed in **Appendix M** of this report. The AoCM was submitted to the Planning Inspectorate on 13 June 2025 and is available to view on the PINs website. The AoCM is also available in **Appendix M** of this report.
	The adequacy of consultation milestone is an informal but nonetheless important opportunity to check that the pre-application programme is on track, and if it is seriously adrift the Planning Inspectorate will advise the Applicant about the steps necessary to enable the application to be submitted having fulfilled the statutory requirements. Inevitably this could mean a renegotiation of the expected date of submission, with the objective of avoiding the prospect of an application not being accepted for examination. Under section 55(4)(b) of the Planning Act, at the acceptance stage the Planning Inspectorate will seek the formal views from local authorities about the adequacy of consultation.	Noted
Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus* ('the Prospectus') (published 16 May 2024)		
009	**1. Programme Document** The production and maintenance, by the applicant, of a pre-application Programme Document setting out the	National Grid prepared a pre-application Programme Document which sets out the timetable and describes the activities proposed to ensure an effective pre-application process,

Ref	Guidance	Comment
	main steps that the applicant anticipates taking during the preparation of the application. This document will be introduced by the applicant at the Inception Meeting and its development and maintenance monitored by the Inspectorate throughout the pre-application stage. A public version of the pre-application Programme Document must be published on the applicant's website. Updates to the pre-application Programme Document should be communicated by the applicant proactively, with a clear description of the potential impacts on the requested services of the Inspectorate, relevant statutory bodies, local authorities and other stakeholders provided. A reliable view of programmes across the NSIP portfolio is essential to enable these actors to resource and support the pre-application service effectively. In preparing and making updates to the pre-application Programme Document, we expect applicants to be responsive and reasonable in tailoring programmes to support the engagement of statutory bodies and local authorities where required**.**	including the level of pre-application service requested from PINs and consultation with various parties, as per the requirements set out in the Prospectus. The document has been updated at key milestones throughout the pre-application as Project has developed. A public version of the Programme Document is available on the Project website: https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/norwich-to-tilbury/document-library#230548828-3459981353.L
	2. Issues Tracker and Potential Main Issues for the Examination The production and maintenance, by the applicant, of an Issues Tracker throughout the pre-application stage. The expectation is for applicants to be upfront about issues and who they affect. The Issues Tracker should be made available for regular review by the Inspectorate, affected statutory bodies and local authorities in order to encourage dialogue and, where possible, achieve resolution. The degree of risk associated with each issue identified in the tracker should be allocated a 'RAG' (red, amber, green) status. The Issues Tracker may be sustained into post-submission stages	National Grid has collaborated with host planning authorities, statutory bodies, and other stakeholders during the pre-application phase to inform the design, engineering solutions, environmental assessments, and mitigation, compensation, and enhancement measures. Throughout this process, National Grid has been tracking issues to document relevant areas of disagreement. This issue tracking has informed the Potential Main Issues for the Examination (PMIE), which has been submitted as part of the application (document reference 5.8).

Ref	Guidance	Comment
	subject to the discretion of the appointed Examining Authority. The issues tracking process will culminate in a list of Potential Main Issues for the Examination (PMIE) which will be entered into the examination as an application document. The PMIE should be a short document which, where possible, is agreed by relevant statutory bodies and local authorities. It is entirely separate from the later Initial Assessment of Principal Issues (IAPI) developed by the appointed Examining Authority, but may, per any evidence within the application documentation, influence the content of the IAPI. The function of the PMIE (along with PADSS) is to demonstrate that there are sufficiently few and uncomplex residual issues to potentially allow for a four-month examination to be timetabled (in Fast Track procedure cases) and/ or to facilitate more robust preparation for examination and a smoother and more proportionate examination experience for all parties. In the enhanced tier service, a multiparty meeting may be convened by the applicant to assist finalisation of the PMIE.	
	3. Advice Log Engagement in the Inspectorate's production of an Advice Log to replace meeting notes as a record of interactions between us and the applicant. Trials of the Advice Log approach have proved it to be an effective mechanism to streamline the way in which we record advice and free-up resources (both internal and external) to deal with other elements of the pre-application process which focus on improving the quality of the emerging application. The Advice Log is owned and maintained by the Inspectorate. After each meeting with the applicant, we will seek comments on drafting within the Advice Log from the applicant prior to publication on Find a	**Appendix A3** of this report details how the Applicant has had regard to the Advice Log received under Section 51 from the Inspectorate.

Ref	Guidance	Comment
	National Infrastructure Project. The applicant will use the Advice Log as the basis for demonstrating regard to Section 51 advice within the application.	
	4. Adequacy of Consultation Milestone Engagement in a pre-submission Adequacy of Consultation Milestone (AoCM) intended to allow early consideration of the adequacy of consultation undertaken by the Applicant and minimise risk at the acceptance stage. The AoCM should be programmed to occur early enough to enable Applicants to consider how to undertake any additional engagement that may be needed, but sufficiently towards the end of the pre-application stage to assess the adequacy of the consultation that has been done.	National Grid prepared an AoCM report which detailed the consultation undertaken to date for the Project. The AoCM was submitted to the PINs on 13 June 2025 and is available to view on the PINs website. The AoCM is also available in **Appendix M** of this report.
	To inform the AoCM, the Applicant will make a written submission to the Inspectorate which establishes the consultation undertaken to date, confirms the approaches set out in the Statement of Community Consultation, and summarises the consultation responses and the way in which they are shaping the application.	The AoCM report detailed the consultation undertaken to date, including the way consultation responses had shaped the Project, as follows: • The 2022 non-statutory consultation which ran between 21 April 2022 until 16 June 2022 (Chapter 3 of the AoCM report). • The 2023 non-statutory consultation which ran between 27 June 2023 until 21 August 2023 (Chapter 4 of the AoCM report). • The 2024 statutory consultation which ran between 10 April 2024 and 26 July 2024 (Chapter 6 of the AoCM report). • The Norfolk and Suffolk targeted non-statutory consultation which between 30 January and 3 March 2025 (Chapter 7 of the AoCM report). • The Essex and Thurrock targeted non-statutory consultation which ran between 25 February and 27 March

Ref	Guidance	Comment
		2025 (Chapter 7 of the AoCM report). • The Thurrock 3 targeted statutory consultation which ran between 18 March and 17 April 2025 (Chapter 7 of the AoCM report). Chapter 5 of the AoCM report also detailed how statutory consultation was undertaken in line with the SoCC.
	Importantly, it should include the views and any relevant supporting material from local authorities if available. The written submission will be published on the relevant project page on Find a National Infrastructure Project.	National Grid consulted with the 12 host and 30 neighbouring LPAs between 14 April 2025 and 6 May 2025 about the adequacy of consultation undertaken by National Grid to date, as set out in the SoCC. Feedback on the adequacy of consultation was received from all 13 host LPAs and two neighbouring LPAs. More information about engagement with LPAs about the adequacy of consultation was set out in Chapter 8 of the AoCM report. This information is also detailed in **Chapter 13** of this report. Copies of the feedback received from LPAs and National Grid's response to feedback was detailed in Appendix D and Appendix E of the AoCM report. The information is also detailed in **Appendix M** of this report.
	The AoCM and associated activities will be established in the Applicant's pre-application Programme Document. In the enhanced tier service, where requested and required, an additional multiparty meeting, chaired/ facilitated by the Inspectorate, will be made available to discuss the AoCM submission including the views from local authorities.	National Grid prepared a Programme Document in accordance with the Guidance which set out an anticipated timeline of activities, including the AoCM report, proposed to ensure an effective pre-application process. The Programme Document is available on the Project website.
009	**5. Demonstrating Regard to Advice** The production of evidence, presented within the Consultation Report accompanying the submitted application, demonstrating the applicant's regard to the advice that the Inspectorate and	**Appendix A3** of this report details how the Applicant has had regard to advice received under Section 51 from the Inspectorate. **Chapter 7** of this report details the feedback received from LPAs on the

Ref	Guidance	Comment
	affected statutory bodies have issued during the pre-application stage. This should highlight amendments to the application arising from advice received, and similarly provide justification where advice received has not led to an amendment to the application. This new requirement is expected to give rise to better evidence to support the applicant's case for compliance with Part 5, Chapter 2 of the PA 2008, and give better confidence to the stakeholder system that the applicant has taken account of the statutory advice received and made reasonable efforts to submit an application that is in an optimised condition for post-submission stages, including the examination.	SoCC and how National Grid had regard to the feedback received. **Chapter 13** of this report details consultation with LPAs on the adequacy of consultation undertaken by National Grid to date, as set out in the SoCC. Copies of the feedback received from LPAs and National Grid's response to feedback was detailed in Appendix D and Appendix E of the AoCM report. The information is also detailed in **Appendix M** of this report.
Nationally Significant Infrastructure Projects: Advice on the Consultation Report (8 August 2024)		
	Reporting on the adequacy of consultation milestone The adequacy of consultation milestone is a requirement established in the government's guidance on the Pre-application stage. The Planning Inspectorate's Pre-application Prospectus gives further details about the adequacy of consultation milestone procedure. The Applicant should summarise how they have discharged the adequacy of consultation milestone procedure in the consultation report. This should include how the Applicant has had regard to any comments received from local authorities, statutory consultees and the Planning Inspectorate in relation to the adequacy of consultation milestone.	**Chapter 13** of this report details how National Grid has had regard to comments received on the AoCM report from LPAs, statutory consultees and the Planning Inspectorate following submission of the AoCM report to the PINs on 13 June 2025.

5. 2022 Non-Statutory Consultation

5.1 Introduction

5.1.1 This chapter summarises the non-statutory consultation held by National Grid in 2022. It details the consultation period, who was consulted, and how. This chapter also details ways that stakeholders could respond, how many did, and also summarises the feedback received, and changes made as a result.

5.1.2 Full details about the 2022 non-statutory consultation are provided in the 2022 Non-Statutory Consultation Feedback Report in **Appendix B** of this report.

5.2 2022 Non-Statutory Consultation Summary

5.2.1 National Grid held a round of non-statutory consultation from 21 April 2022 until 16 June 2022. The 2022 non-statutory consultation had the following aims:

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

5.2.2 **Table 5.1** of this report provides an overview of the key activities conducted during the 2022 non-statutory consultation. Full details are provided in the 2022 Non-Statutory Consultation Feedback Report in **Appendix B** of this report.

Table 5.1 Summary of Activities During the 2022 Non-Statutory Consultation

Date	Activity	Details
28 April 2022 to 28 May 2022	Public information events	12 public information events were held at suitable locations along the proposed route. The events were held at various times and dates within this period.

Date	Activity	Details
22 April 2022 to 9 June 2022	Public webinars	12 public webinars held at various times and dates within this period. There were five general overview webinars and one section specific for each area.
During the 2022 non-statutory consultation	Telephone / video appointments	13 sessions were held, as requested, to provide the opportunity to speak one-to-one with technical experts across the Project.
During the 2022 non-statutory consultation	Inspection points	Project documents were made available at 13 locations within the 2022 consultation zone at various points with stock levels regularly being checked and replenished during the consultation period.
14 April 2022 to 5 July 2022*	Presentations to district/ county/ borough councils, parish councils and seven Members of Parliament (MPs)	26 sessions were held to explain the proposals, support stakeholder and consultee relationships and to promote the 2022 non-statutory consultation.

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

5.2.3 A total of 3,787 feedback submissions were received during the consultation period from community stakeholder and consultees, along with members of the local community. This comprised of 496 paper response forms, 2,138 online response forms, 1,085 emails sent to the project inbox and 68 letters.

5.2.4 The approach to the consultation was set out in the draft consultation strategy, which was sent to all the host local planning authorities (LPAs) in February 2022, and feedback was discussed at briefing sessions on the 28 February 2022, 1 and 2 March 2022.

5.2.5 Further to these briefings, the LPAs were asked to provide feedback on the draft Public Consultation Strategy. All feedback was considered and where practicable taken on board by National Grid.

5.2.6 A final version of the Consultation Strategy was published as part of the 2022 non-statutory consultation and can be found in **Appendix B** of this report.

5.3 Who National Grid Consulted

5.3.1 The 2022 non-statutory consultation was open to anyone with an interest in the Project. A consultation zone was developed to assist engagement with the local community.

5.3.2 The Primary Consultation Zone (PCZ), which extended 1 km from the proposals, captured stakeholders who may be most affected by the Project. The PCZ was kept fully informed about the Project and were actively engaged on the proposals.

5.3.3 The Secondary Consultation Zone (SCZ), which extended to 4 km from the edge of the proposals, included stakeholders who were less likely to be directly affected by the Project but may be impacted by construction traffic and long-distance views. All members of the public, including those within the SCZ could register to receive all the Project information and engage as they wish. During the 2022 non-statutory consultation, the following groups and stakeholders were consulted with:

- Parish councils representing parishes within both consultation zones and in the immediate vicinity;
- Members of Parliament (MPs) representing constituencies within and bordering both consultation zones;
- Elected representatives in LPAs where the Project is situated, including dedicated briefings for lead members during the 2022 non-statutory consultation period as requested;
- 'Seldom heard groups' within both consultation zones, representing people who are unlikely to respond to traditional consultation techniques and may need additional support to access materials; and
- Local interest groups, such as residents' associations, community groups and groups with particular specialisms, such as local heritage or wildlife.

5.3.4 **Appendix B** of this report contains the 2022 Non-Statutory Consultation Feedback Report and includes the full list of local interest groups and 'seldom heard groups' consulted with and the letter they were provided with.

5.4 How National Grid Consulted

5.4.1 National Grid was, and is, committed to ensuring that any consultation process and associated communication is made accessible to as many parts of the community as possible. National Grid's consultation activities included:

- Setting up a Project specific website, email, and dedicated telephone information line;
- Mailing a consultation pack directly to properties in the PCZ within 1 km of the proposals;
- Producing materials to support consultation;
- Holding online and in person events- including webinars and telephone appointments;

- Making information and materials available at inspection locations in close proximity to the Project; and
- Media and social media promotional activity.

Project Website, Email and Information Line

5.4.2 National Grid set up a website to publish information on the Project along with consultation materials as well as historical Project information. The website URL was:

www.nationalgrid.com/electricity-transmission/east-anglia-green

5.4.3 The website included links to additional resources along with Project videos, infographics and an interactive map. Project documents were laid out in a simple, visual and interactive format, with pointers and instructions throughout to aid easy navigation.

- A dedicated email and telephone information line were set up and publicised:
- Email: EastAngliaGREEN@nationalgrid.com
- Telephone: 0800 151 0992 (lines open Monday to Friday 9.00am – 5.30pm)
- During the consultation period the Project website received 72,725 views from 54,975 unique users.

Direct Mailing to the PCZ

5.4.4 The PCZ included stakeholders whose properties' postcodes lie within 1 km of the edge of the preferred corridor. Where appropriate, the PCZ was extended to include whole streets and postcodes rather than the 1 km boundary dissecting hamlets or neighbourhoods.

5.4.5 All relevant stakeholders within this area were consulted including contacting each residential and business address directly. A community newsletter was direct mailed to all properties within the PCZ.

5.4.6 The community newsletter included:

- An introduction to the Project and overview of the proposals;
- Details of the Project website, digital consultation and how people could discuss the proposals with the Project team through local public information events, live chats, location-based webinars, and telephone surgeries; and
- Information on how people could provide feedback online or request printed materials including feedback questionnaires and maps.

Materials Produced to Support Consultation

5.4.7 A range of consultation materials were provided as part of the consultation which included varying levels of technical detail. These include:

- Project background document 2022;
- CPRSS;

- Community newsletter;
- Exhibition banners;
- Posters;
- Maps of the proposal; and
- Feedback questionnaire.

5.4.8 Information about each document is included in the 2022 Non-Statutory Consultation Feedback Report which can be found in **Appendix B** of this report.

Consultation Activities

5.4.9 A hybrid programme of both in person events and online webinars provided stakeholders opportunities to find out more about the proposals and to provide feedback.

In-Person Events

5.4.10 12 public information events were organised to be accessible to as many people as possible and held at suitable community hubs along the proposed route. The in-person events provided the opportunity to speak to technical experts within the team and are detailed in **Table 5.2** of this report.

5.4.11 In total 2,821 attendees joined the team at the public events.

Table 5.2 Schedule of Public Information Events

Date and time	Venue	Attendees
12-6:30pm 28 April 2022	Ingatestone and Fryerning Community Centre, 7 High Street, Ingatestone, CM4 9ED	194
12-6:30pm 4 May 2022	Witham Public Hall, Collingwood Road, Witham, CM8 2DY	110
10-4pm 7 May 2022	West Bergholt Open Memorial Hall, 45-57 Lexden Road, West Bergholt, C06 3BG	441
12-7pm 9 May 2022	Chadwell Village Hall, Waterson Road, Chadwell St Mary, RM16 4NX	30
1-6:30pm 11 May 2022	Mulbarton Village Hall, The Common, Mulbarton, NR14 8AE	362
10-4pm 14 May 2022	Palgrave and District Community Centre, 10 Rose Lane, Palgrave IP22 1AP	377
12-7pm 17 May 2022	Holton St Mary Village Hall, Holton St Mary, Hadleigh, C07 6NW	277

Date and time	Venue	Attendees
12-7pm 18 May 2022	Burstall Village Memorial Hall, Burstall, Ipswich, IP8 3DR	131
1-6pm 21 May 2022	Laindon Community Centre, Aston Road, Laindon, SS15 6N	29
11–5:30pm 24 May 2022	Writtle Village Hall, 18 The Green, Writtle, Chelmsford, CM1 3DU	226
1-7pm 27 May 2022	Needham Market Community Centre, School Street, Needham Market, IP6 8BB	261
10-4pm 28 May 2022	Lawford Venture Centre, Bromley Road, Lawford, Manningtree, CO11 2JE	383

Webinars

5.4.12 Online webinars were organised to enable the Project team to present information about the Project to a large number of people and for them to be able to ask the team questions. Different webinars were organised to focus on specific geographical areas and the programme was widely advertised.

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

5.4.14 A total of 12 webinars were held during the consultation period. Five presented a general overview of the proposals, whilst seven area-specific webinars were held to focus on specific parts of the Project in the district council geographical areas. Details of these can be found in **Table 5.3** of this report.

5.4.15 In total 381 stakeholders and members of the public attended the webinars.

Table 5.3 Schedule of Online Webinars

Webinar	Topic	Attendees
2pm 22 April 2022	Overview of Project	20
10am 23 April 2022	Overview of Project	14
7pm 25 April 2022	Overview of Project	50
2pm 26 April 2022	Proposals in South Norfolk District	41
10am 6 May 2022	Proposals in Babergh Tendring and Colchester Districts	59
2pm 10 May 2022	Proposals in Chelmsford District	52

Webinar	Topic	Attendees
10am 13 May 2022	Proposals in Thurrock District	8
2pm 19 May 2022	Proposal in Mid Suffolk District (and Babergh District north of Bramford substation)	61
10am 20 May 2022	Proposals in Braintree District	23
2pm 25 May 2022	Proposals in Basildon and Brentwood Districts	12
2pm 8 June 2022	Overview of Project	23
7pm 9 June 2022	Overview of Project	18

Video or Telephone Appointments

5.4.16 The National Grid Project team contact information was published, including a freephone information line and an email address. Stakeholders were able to request a telephone call from a member of the Project team if they preferred to ask questions over the phone. This provided an alternative option for those who may have difficulty accessing other engagement channels or were less comfortable with online technology.

5.4.17 13 requests were made to speak with a member of the Project team on specific matters. In addition to holding both telephone and online meetings, stakeholders who requested meetings were also engaged directly at public events or at subsequent group meetings.

Inspection locations

5.4.18 Consultation documents were available to view at the following 13 locations from 21 April 2022 until the end of consultation:

- Diss Library, Church Street, Diss IP22 4DD;
- Long Stratton Library, The Street, Long Stratton NR15 2XJ;
- Stowmarket Library, Milton Road North, Stowmarket, IP14 1EX;
- Capel St Mary, Village Hall, The Street, Capel St Mary, IP9 2EF;
- Hadleigh Library, 29 High Street, Hadleigh, IP7 5A;
- Ipswich County Library, Northgate Street, Ipswich, IP1 3DE;
- Needham Market Library, 4 Teachers Close, Needham Market, IP6 8BB;
- Suffolk County Council Offices, Endeavour House, 8 Russell Road, Ipswich, IP1 2BX;
- South Norfolk County Council Offices, South Norfolk House, Swan Lane, Long Stratton, NR15 2XE;
- Witham Library, 18 Newland Street, Witham, CM8 2AQ;
- Brentwood Library, New Road, Brentwood CM14 4BP;

- Tilbury Library, Tilbury Hub, Civic Square, Tilbury, RM18 8AD; and
- Essex County Council Offices, County Hall, Market Road, Chelmsford, CM1 1QH.

Media and Social Media- Promotional Activity

5.4.19 The 2022 non-statutory consultation was promoted through a hybrid approach of online and in-person methods which comprised of:

- Placing advertisements in local and regional newspapers. See **Table 5.4** of this report for the schedule of adverts- adverts were generally quarter page prints, and contained information about the consultation, the engagement events and information on how to get involved;
- Providing Project documents at inspection points around the Project area for stakeholders to examine, the list of inspection points can be found in **Section 5.4.18**;
- Placing advertisements on social media to target different demographics and to include those who might not otherwise engage with the consultation- details of these campaigns are listed in Across Facebook and Twitter (now known as X), advert campaigns ran from 21 April 2022 – 16 June 2022. Each advert directed users to visit the Project website and engage with the consultation, with adverts targeted at communities living close to the indicative alignment of the project. The traffic generated from these campaigns is set out in **Table 5.5** of this report.
- Publishing full details of consultation and engagement events on the Project website; and
- Providing contact details for queries or to request paper copies of Project documents.

Table 5.4 Schedule of Newspaper Adverts

Publication	Paper copy / online	Date(s)
Colchester Gazette	Paper	21 April 2022
East Anglian Daily Times	Paper	21 April 2022
Eastern Daily Press	Paper	21 April 2022
Brentwood Gazette	Online	21 April 2022
Essex Chronicle	Paper and Online	21 April 2022
Halstead Gazette	Paper	21 April 2022
Thurrock Gazette	Paper	21 April 2022
Harwich and Manningtree Standard	Paper	21 April 2022
Braintree and Witham Times	Paper	22 April 2022

5.4.20 Digital promotion of the consultation was conducted through digital marketing campaigns hosted by online news providers (Essex Chronicle (Essex Live) and Brentwood Gazette) and via Facebook and Twitter (now known as X).

5.4.21 Across Facebook and Twitter (now known as X), advert campaigns ran from 21 April 2022 – 16 June 2022. Each advert directed users to visit the Project website and engage with the consultation, with adverts targeted at communities living close to the indicative alignment of the project. The traffic generated from these campaigns is set out in **Table 5.5** of this report.

Table 5.5 Social Media Campaign

Platform	Campaign dates	Total Impressions	Advert clicks
Facebook	21 April 2022 – 16 June 2022	639,654	6,150
Twitter (now known as X)	21 April 2022 – 16 June 2022	208,311	750

Additional Engagement Activities Undertaken

5.4.22 National Grid undertook several engagement activities leading up to and throughout the 2022 non-statutory consultation period.

5.4.23 Briefings were offered to 10 councils, 11 parish councils and 13 Members of Parliament with constituencies within the vicinity of the Project and were within the PCZ. 10 councils, 10 parish councils and seven MPs accepted the offer and details of these are provided in **Table** 5.6 of this report.

5.4.24 These briefings were given to provide an introduction and background to the Project; context and need; the proposals and how they were developed; and information about the 2022 non-statutory consultation. There were also question and answers sessions at the end of each briefing.

Table 5.6 Briefings to Stakeholders

Dates	Council meetings (County/ District/ Parish)	Attendees
9.30am 14 April 2022	Mid Suffolk and Babergh District Councils briefing	11
11am 14 April 2022	Norfolk County Council briefing	14
2pm 14 April 2022	Suffolk County Council briefing	8
10am 20 April 2022	Braintree District Council briefing	10
12pm 20 April 2022	Tendring District Council briefing	2
4pm 20 April 2022	Basildon Borough Council briefing	9
6pm 20 April 2022	Colchester Borough Council briefing	5
2pm 21 April 2022	Chelmsford City Council briefing	9

Dates	Council meetings (County/ District/ Parish)	Attendees
9am 22 April 2022	Dan Poulter MP briefing	2
9am 25 April 2022	Essex County Council briefing	7
2pm 25 April 2022	Stephen Metcalfe MP briefing	1
4pm 25 April 2022	James Cartlidge MP and Bernard Jenkins MP briefing	2
7pm 26 April 2022	Brentwood Parish Council briefing	2
7pm 27 April 2022	Tendring Parish Council briefing	8
7pm 3 May 2022	Braintree Parish Council briefing	11
7pm 5 May 2022	Colchester Parish Council briefing	7
7pm 10 May 2022	South Norfolk Parish Council briefing	15
7pm 12 May 2022	Babergh Parish Council briefing	10
7pm 16 May 2022	Mid Suffolk Parish Council briefing	16
7pm 19 May 2022	Basildon Parish Council briefing	2
7pm 23 May 2022	Chelmsford Parish Council briefing	2
7pm 25 May 2022	Rivenhall Parish Council briefing	2
8 June 2022	South Norfolk District Council briefing	13
28 June 2022	Priti Patel MP briefing	1
1 July 2022	Kemi Badenoch MP briefing	2
5 July 2022	John Baron MP briefing	1

5.5 Responses Received to the 2022 Non-Statutory Consultation

Response Methods

5.5.1 Consultees could respond to the 2022 non-statutory consultation by completing the feedback questionnaire (online and paper copies were available), through email to the Project email address or by sending a response directly to the Project postal address:

- **Email** via EastAngliaGREEN@nationalgrid.com; and
- **Postal** Freepost EAST ANGLIA GREEN.
- A dedicated freephone telephone information line 0800 151 0992 (lines were open Monday to Friday 9am – 5:30pm) was also set up for people to call if they had any queries.

Response Rate

5.5.2 A total of 3,787 feedback submissions were received during the consultation period from community stakeholders and consultees, along with members of the local community. This comprised of 496 paper response forms, 2,138 online response forms, 1,085 emails sent to the project inbox, and 68 letters (see **Table 5.7** of this report).

Table 5.7 Breakdown of responses received to the 2022 non-statutory consultation

Response Method	Number of Responses
Online feedback questionnaire	2,138
Paper feedback questionnaire (via post)	496
Free text response (letter)	68
Free text response (email)	1,085
	3,787

5.5.3 Although some feedback was received after the close of consultation, all responses received up to a month after the consultation closing (up to the 16 July 2022) were considered in the reporting of feedback received for that consultation. All feedback was considered in the reporting process for **Section 5.6** of this report.

5.5.4 A summary of matters raised, and National Grid's response can be found in the 2022 Non-Statutory Consultation Feedback Report in **Appendix B** of this report.

5.5.5 National Grid continued to review and consider all late feedback that was received after the close of the 2022 non-statutory consultation (16 July 2022). This feedback is summarised in **Section 5.7** of this report.

5.6 Changes Made

5.6.1 The feedback received from the 2022 non-statutory consultation helped to shape and guide the development of the proposals. As a result of consultation feedback, engagement with Persons with an Interest in Land (PILs), and further assessments that were carried out, changes to the Project were made.

5.6.2 A summary of changes which influenced the 2023 preferred draft alignment comprise of:

- Diverting to the east of Wortham Ling before re-joining the preferred corridor to the south-west of Diss. This change is referred to as 'East of Wortham Ling';
- Diverting to the east, south of Offton, then running alongside the existing 132 kV overhead line to the north and east of Flowton to Bramford Substation. This change is referred to as 'North of Flowton';
- An alternative route to the north and east of Notley Enterprise Park and at the northern edge of the Dedham Vale National Landscape (previously known as an

Area of Outstanding Natural Beauty (AONB)). This change is referred to as ‘West of Great Wenham’;

- Straightening the draft alignment slightly west of Writtle. This change is referred to as ‘West of Writtle’; and
- An alternative route to the east of Ingatestone. This change is referred to as ‘Further east at Ingatestone’.
- Broadly paralleling the existing 132 kV overhead line to the north-west of Barking and Barking Tye;
- Avoiding potential oversailing of properties and gardens at Aldham;
- An alignment further east within the corridor south of Bramford near Burstall;
- Increasing the extent of underground cables from south of the Dedham Vale AONB through to the East Anglia Connection Node (EACN) substation. This also allows for an adjustment of the overhead line alignment near Ardleigh;
- Change of technology from overhead line to underground cable near Great Horkesley for a distance of approximately 4 km;
- Change of technology from overhead line to underground cable to cross under the existing 400 kV overhead line north of Fairstead;
- Passing to the east of Bushy Wood to increase distance from properties;
- Reduced interaction with the Dunton Hills Garden Village development by restricting the alignment to the eastern edge of the proposed corridor; and
- Change of technology from overhead line to underground cable from the north of the Lower Thames Crossing proposals into Tilbury Substation.

5.7 Ongoing Engagement Between Consultations

5.7.1 **Appendix A** of this report provides an overview of engagement activities with stakeholders held prior to and during the 2022 and 2023 non-statutory and 2024 statutory consultations.

5.7.2 A summary of headline issues raised through feedback received after 16 July 2022 up to, and including, 1 January 2023 is included in the 2022 Non-Statutory Consultation Feedback Report in **Appendix B** of this report.

5.7.3 A summary of headline issues raised through feedback received after 1 January 2023 up to, and including 26 June 2023 (before the 2023 non-statutory consultation) is included in the 2023 Non-Statutory Consultation Feedback Report in **Appendix C** of this report.

6. 2023 Non-Statutory Consultation

6.1 Introduction

6.1.1 This chapter summarises the non-statutory consultation held by National Grid in 2023. It details the consultation period, who was consulted, and how. This chapter also details ways that stakeholders could respond, how many did, and also summarises the feedback received, and changes made as a result.

6.1.2 Full details about the 2023 non-statutory consultation are provided in the 2023 Non-Statutory Consultation Feedback Report in **Appendix C** of this report.

6.2 2023 Non-Statutory Consultation Summary

6.2.1 National Grid held a round of non-statutory consultation from 27 June 2023 until 21 August 2023. The 2023 non-statutory consultation had the following aims:

- Provide an overview of the updated proposals to the public;
- Present the 2023 preferred draft alignment;
- Explain where changes were made to the proposals since the 2022 non-statutory consultation;
- Ensure all stakeholders and consultees have the opportunity to provide feedback on the work to date; and
- Outline the next steps and the programme and how the proposals will be further developed and how feedback has been taken into account.

6.2.2 **Table 6.1** of this report provides an overview of the key activities conducted during the 2023 non-statutory consultation. Full details are provided in the 2023 Non-Statutory Consultation Feedback Report in **Appendix C** of this report.

Table 6.1 Key activities conducted during the 2023 Non-Statutory Consultation

Date	Activity	Details
6 July 2023 to 21 July 2023	Public information events	12 public information events were held at suitable locations along the proposed route. The events were held at various times and dates within this period.
5 July 2023 to 17 August 2023	Public webinars	Four online public webinars held at various times and dates within this period.
27 June 2023 to 21 August 2023	Inspection point Locations	Paper copies of Project documents were made available at 13 locations within the consultation zone throughout the 2023 non-statutory consultation with stock levels

Date	Activity	Details
		regularly being checked and replenished during the consultation period.
27 June 2023 to 21 August 2023	Briefings to district/ county/ borough councils, parish councils and Members of Parliament (MPs)	Briefings were offered to 12 councils, 205 parish councils and 15 Members of Parliament (MPs) with constituencies within the vicinity of the Project. Briefings provided an overview and background to the Project; the proposals and information about the 2023 non-statutory consultation.
29 June 2023 to 30 June 2023	Promotional Activity – press and social media, direct mailing	Nine advertisements in local and regional newspapers, online media and social media providing information about the 2023 non-statutory consultation and how to get involved. Direct mailing to the Primary Consultation Zone (PCZ) – community newsletter and the Project contact details to within 1 km of the edge of the preferred corridor.

6.2.3 A total of 4,167 feedback submissions were received during the consultation period from community stakeholder and consultees, along with members of the local community. This comprised of 138 paper response forms, 1,473 online response forms, 2,498 emails sent to the project inbox and 58 letters.

6.2.4 The approach to the consultation was set out in the draft 2023 Public Consultation Strategy, which was sent to all the host local planning authorities (LPAs) in April 2023, and feedback was discussed at briefing sessions on the 20 February 2023, and 3 April 2023.

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

6.2.6 A final version of the consultation strategy was published as part of the 2023 non-statutory consultation and can be found in **Appendix C** of this report.

6.3 Who National Grid Consulted

6.3.1 The 2023 non-statutory consultation was open to anyone with an interest in the Project. A consultation zone was developed to assist engagement with the local community.

6.3.2 The Primary Consultation Zone (PCZ), which extended 1 km from the proposals, captured stakeholders who may be most affected by the proposals. The PCZ was kept fully informed about the project and were actively engaged on the proposals.

6.3.3 The Secondary Consultation Zone (SCZ), which extended to 4 km from the edge of the proposals, included stakeholders who were less likely to be directly affected by

the Project but may be impacted by construction traffic and long-distance views. All members of the public, including those within the SCZ could register to receive all Project information and engage as they wish.

6.3.4 During the 2023 non-statutory consultation, the following groups and stakeholders were consulted with:

- Parish councils representing parishes within both consultation zones and in the immediate vicinity;
- MPs representing constituencies within and bordering both consultation zones;
- Elected representatives in LPAs where the project is situated, including dedicated briefings for lead members during the 2023 non-statutory consultation period as requested;
- 'Seldom heard groups' within both consultation zones, representing people who are unlikely to respond to traditional consultation techniques and may need additional support to access materials; and
- Local interest groups, such as residents' associations, community groups and groups with particular specialisms, such as local heritage or wildlife.

6.3.5 **Appendix C** of this report contains the 2023 Non-Statutory Consultation Feedback Report and includes the full list of local interest groups and 'seldom heard groups' consulted with and the letter they were provided with.

6.4 How National Grid Consulted

6.4.1 National Grid is committed to ensuring that any consultation process and associated communication is made accessible to as many parts of the community as possible.

6.4.2 National Grid's consultation activities included:

- Setting up a Project specific website, email, and dedicated telephone information line;
- Mailing a consultation pack directly to properties in the PCZ within 1 km of the proposals;
- Producing materials to support consultation;
- Holding online and in person events- including webinars and telephone appointments;
- Making information and materials available at inspection locations in close proximity to the Project; and
- Media and social media promotional activity.

Project Website, Email and Information Line

6.4.3 National Grid set up a website to publish information on the Project along with consultation materials as well as historical Project information. The website URL was:

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

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

6.4.4 A dedicated email and telephone information line were set up and publicised:

- **Email:** contact@n-t.nationalgrid.com; and
- **Telephone**: 0800 151 0992 (lines open Monday to Friday 9.00am – 5.30pm)

6.4.5 During the consultation period the Project website received 84,801 views from 67,352 unique users.

Direct Mailing to the PCZ

6.4.6 The PCZ included stakeholders whose properties' postcodes lie within 1 km of the edge of the preferred corridor. Where appropriate, the PCZ was extended to include whole streets and postcodes rather than the 1 km boundary dissecting hamlets or neighbourhoods.

6.4.7 All relevant stakeholders within this area were consulted including contacting each residential and business address directly. A community newsletter was direct mailed to all properties within the PCZ.

6.4.8 The community newsletter included:

- An overview of the Project and an explanation of what was being consulted on;
- Details of the Project website, public information events, public webinars and how stakeholders could leave their feedback on the proposals;
- Information on further Project materials and where those could be accessed;
- A map showing the 2023 preferred draft alignment; and
- An updated Project timeline.

Materials Produced to Support Consultation

6.4.9 A range of consultation materials were provided as part of the consultation which included varying levels of technical detail. These include:

- 2023 project background document ;
- 2023 strategic options backcheck and review ;
- Maps of proposals showing the 2023 preferred draft alignment;
- 2023 design development report;
- 2022 Non-Statutory Consultation Feedback Report including appendices;
- Community newsletter;
- Project website;
- Information event banner;
- 2023 non-statutory consultation feedback questionnaire and
- 2023 non-statutory public consultation strategy 2023.

6.4.10 Information about each material is included in the 2023 Non-Statutory Consultation Feedback Report which can be found in **Appendix C** of this report.

Consultation Activities

6.4.11 A hybrid programme of both in person events and online webinars provided stakeholders opportunities to find out more about the proposals and to provide feedback.

In-Person Events

6.4.12 12 public information events were organised to be accessible to as many people as possible and held at suitable community hubs along the proposed route. The in-person events provided the opportunity to speak to technical experts within the team and are detailed in Table 6.2 of this report.

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

Table 6.2 Schedule of Public Information Events

Date and time	Venue	Attendees
2pm-7pm Thursday 6 July 2023	The Brentwood Centre, Doddinghurst Road, Pilgrims Hatch, Brentwood, CM15 9NN	115
2pm-7pm Friday 7 July 2023	Diss Youth and Community Centre, Shelfanger Road, Diss, IP22 4EH	260
11am-4pm Saturday 8 July 2023	Lawford Venture Centre 2000, Bromley Road, Lawford, Manningtree CO11 2JE	76
1pm-6pm Monday 10 July 2023	Tibenham Community Hall, Pristow Green Lane, Tibenham, Norwich NR16 1PX	258
11am-4pm Tuesday 11 July 2023	Blackbourne Community Centre, 71 Blackbourne Road, Elmswell, Bury St Edmunds, IP30 9UH	64

Date and time	Venue	Attendees
2pm-7pm Wednesday 12 July 2023	Chelmsford City Racecourse, Chelmsford, CM3 1QP	214
2pm-7pm Thursday 13 July 2023	Langham Community Centre, School Road, Langham, Colchester, CO4 5PA	320
2pm-7pm Monday 17 July 2023	The Civic Hall, Blackshots Lane, Grays, RM16 2JU	18
1pm-6pm Tuesday 18 July 2023	Tasburgh Village Hall, Grove Lane, Tasburgh, NR15 1LR	157
2pm-7pm Wednesday 19 July 2023	Copdock Village Hall, Old London Road, Copdock, IP8 3JN	200
2pm-7pm Thursday 20 July 2023	Witham Public Hall, Collingwood Road, Witham, CM8 2DY	102
2pm-7pm Friday 21 July 2023	Basildon Sporting Village, Cranes Farm Road, Basildon, SS14 3GR	19
	Total	1,803

Webinars

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

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

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

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

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

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

6.4.20 A total of 118 stakeholders and members of the public attended the webinars. The attendance at each is set out in **Table 6.3** of this report.

Table 6.3 Schedule of Online Public Webinars

Date and Time	Attendees
1pm-2pm, Wednesday 5 July 2023	32
7pm-8pm, Tuesday 25 July 2023	23
10am-11am, Saturday 12 August 2023	22
10am-11am, Thursday 17 August 2023	41
Total	118

Inspection Point Locations

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

6.4.22 Consultation materials available at the inspection point locations consisted of feedback questionnaires and the 2023 Project Background Document.

6.4.23 Inspection point locations consisted of:

- Long Stratton Library, The Street, Long Stratton, NR15 2XJ;
- Diss Library, Church Street, Diss, IP22 4DD;
- Stowmarket Library, Milton Road, Stowmarket, IP14 1EX;
- Suffolk County Council, Endeavour House, 8 Russell Rd, Ipswich, IP1 2BX;
- Capel Library, The Street, Capel St Mary, Ipswich, IP9 2EF;
- Tendring District Council, 88-90 Pier Avenue, Clacton on Sea, Essex, CO15 1TN;
- Colchester Library, Trinity Square, Colchester, CO1 1JB;
- Coggeshall Library, 29 Stoneham Street, Coggeshall, Colchester, CO6 1UH;
- Writtle Library, 45 The Green, Writtle, Chelmsford, CM1 3DT;
- Chelmsford Central Library, County Hall, Market Road, Chelmsford, CM1 1QH;
- Ingatestone Library, High Street, Ingatestone, CM4 9EU;
- Brentwood Borough Council, Town Hall, Ingrave Road, Brentwood, CM15 8AY; and
- Tilbury Library, Kanmore House, 16 Civic Square, Tilbury RM18 8AD.

Media and Social Media- Promotional Activity

6.4.24 The 2023 non-statutory consultation was promoted through a hybrid approach of online and in-person methods which comprised of:

- Placing advertisements in local and regional newspapers providing information about the 2023 non-statutory consultation and how to get involved. See **Table 6.4** of this report for the schedule of adverts and **Appendix C** of this report for copies of the adverts;
- Providing Project documents at inspection point locations around the Project area for public viewing. See **Section 6.4.23** of this report for a list of locations;
- Placing advertisements on social media to target different demographics and to include those who might not otherwise engage with the 2023 non-statutory consultation. See **Table 6.5** of this report for information about the social media campaigns;
- Publishing full details of the 2023 non-statutory consultation and public information events on the Project website; and
- Providing contact details for queries and how to request paper copies of the 2023 consultation materials.
- Digital promotion of the Project through digital marketing campaigns hosted by online news providers. Online adverts were placed in the Essex Chronicle (Essex Live) and Brentwood Gazette. Details of these adverts can be seen in **Table 6.4**.

Table 6.4 Newspaper adverts schedule

Publication	Paper copy / online	Date(s)
Eastern Daily Press	Paper	29 June 2023
Thurrock Gazette	Paper	29 June 2023
Braintree and Witham Times and Halstead Gazette*	Paper	29 June 2023
Colchester Gazette	Paper	29 June 2023
Harwich and Manningtree Standard	Paper	30 June 2023
East Anglian Daily Times	Paper	30 June 2023
Brentwood Gazette	Online	29 June – 12 July 2023
Essex Chronicle	Online	29 June – 16 July 2023

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

6.4.25 Digital promotion of the consultation was conducted through digital marketing campaigns hosted by online news providers (Essex Chronicle (Essex Live) and Brentwood Gazette) and via Facebook.

6.4.26 Across the social media platform Facebook, an advertising campaign ran from 27 June 2023 – 21 August 2023. Each advert directed users to visit the Project website and engage with the 2023 non-statutory consultation, with adverts targeted at users living within the PCZ and SCZ and nearby communities. The traffic generated from this campaign is set out in **Table 6.5.**

Table 6.5 Social Media Campaign

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

Additional Engagement Activities Undertaken

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

6.4.28 Briefings were offered to 12 councils, 205 parish councils and 15 MPs with constituencies within the vicinity of the Project.

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

6.5 Responses Received to the 2023 Non-Statutory Consultation

Response Methods

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

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

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

Response Rate

6.5.3 A total of 4,167 feedback submissions were received during the 2023 non-statutory consultation period from local communities, stakeholders, and other consultees (including three late responses where an extension to the date for submission was requested by the consultee). This comprised of paper response forms, online response forms, emails, and letters as detailed in **Table 6.6.** Feedback sent directly

to National Grid in these formats has been accounted for in the relevant categories within this table. All feedback received by the 22 August 2023 (and the three responses received after that date referred to above) were considered in the reporting process for **Section 6.6** of this report which summarises the feedback received from the 2023 non-statutory consultation and the changes made in response to that feedback.

6.5.4 National Grid continued to review and consider all late feedback that was received after the close of the 2023 non-statutory consultation on 22 August 2023. This feedback is summarised in **Section 6.7** of this report, which summarises the matters raised and how National Grid has had regard to that feedback received in the period between close of the 2023 non statutory consultation and the start of the 2024 Statutory Consultation.

Table 6.6 Breakdown of Responses Received to the 2023 Non-Statutory Consultation

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

6.6 Changes Made

6.6.1 The feedback received from the 2023 non-statutory consultation helped to shape and guide the development of the proposals. As a result of consultation feedback, engagement with PILs, and further assessments that were carried out, changes to the Project were made. A summary of changes is provided in **Table 6.7** of this report.

6.6.2 Full details of the feedback received during the 2023 non-statutory consultation, and National Grid's responses are provided in the 2023 Non-Statutory Consultation Feedback Report in **Appendix C** of this report.

Table 6.7 Summary of Changes Identified in Responses to the 2023 Non-Statutory Consultation

Change Requested	Change Made
Concern about the impact on Bloy's Grove Solar Farm, suggestions to avoid archaeology site at RG012.	In the case of Bloy's Grove Solar Farm National Grid's 2023 preferred draft alignment avoided the positioning of pylons within the proposed development area. While we did envisage some oversail, we did not consider this should interfere with the solar farm operation. We moved the position of RG012 (now RG013) slightly north to

Change Requested	Change Made
	avoid the archaeological site identified at this location.
Suggest relocating pylon RG044 away from Hoggs Barn.	National Grid amended the location of RG044 along the draft alignment to move it out of / to the edge of the open view to the north-west from Hoggs Barn and also repositioned RG043 to also benefit further from screening. The pylons were moved so that they are both positioned to benefit from screening by some existing woodland though much depends on the viewing position and direction.
Suggest that an alternative project route would reduce effects on woodland including on a private nature reserve at Brick Kiln Lane, NR16 1SA - including by relocating pylons RG048 and RG049 away from small woodland.	National Grid made a change between RG046 and RG050, that moved the 2023 preferred draft alignment further east and therefore further away from the woodland and private nature reserve at Brick Kiln Lane, thus overall, reducing potential effects on woodland.
Suggest that the Project is routed away from Heywood Road. Including, moving pylons RG069 to RG074 to the west to avoid residential areas and reduce visual impacts.	National Grid made a change between RG070 and RG073 and removed the single angle pylon at RG072 (replacing it with two angle pylons but each with smaller direction changes) and moved the 2023 preferred draft alignment further west in this area.
Suggestions to underground the section of the Project where it crosses the Waveney Valley.	National Grid continued to investigate the development of the appropriate design solution in the vicinity of the Waveney Valley via a range of investigations. The baseline remained using the overhead lines as set out in the 2023 non-statutory consultation. However, for the 2024 statutory consultation we consulted on a Waveney Valley Alternative (WVA) which included a section of underground cable between approximately RG084 and RG090.
Suggestions around relocating pylons RG090-RG096, specifically: • Suggests pylons RG092, RG093 and RG094 are relocated away from residences; • Suggests RG090-RG093 and RG096 be moved 200 m east to reduce visual impact; • Suggests RG090 to RG093 be moved to the eastern boundary of Millway; and	National Grid made a change between RG090 and RG100 (amended to RG099). This change was required due to the presence of Brook airstrip and solar farm developments. Further assessment on the potential impact of the Project on this airstrip identified a need to move the alignment further east. This change then moved pylons RG091, RG092, RG093 and RG094 further east, therefore going some way to achieving the changes requested to move further away from residences.

Change Requested	Change Made
• Suggests a change in angle of the route so that pylons are sited in parallel through Millway Field North.	
Request to move pylons RG117 to RG132 to reduce impacts on agricultural activities. Suggestions to move individual pylons or combinations of pylons between RG127 to RG129 further from the Grade II Listed Hempnalls Hall (also residential) and nearby wildlife interests and a Roman site.	National Grid made a change between RG118 and RG123 (amended to RG119 and RG124) to move the alignment to the west to enable pylons to be positioned closer to field boundaries. We also changed the 2023 preferred draft alignment between RG123 and RG130 which moved the draft alignment further to the east, further away from Hempnalls Hall and the other features identified.
Suggest that pylons RG142 and RG143 are relocated in the valley.	National Grid didn't move the 2023 preferred draft alignment further east to the other side of a property to utilise lower ground in the valley. This change would have moved the draft alignment closer to a greater number of properties at Mendlesham Green. We did shift the pylon positions along the draft alignment at the crossing of the driveway of Palgrave Farm with the pylons then approximately equidistant to each side of the drive.
Suggestions around relocating pylons RG160 and RG161, specifically: • Suggest that pylon RG160 is moved 40 m south- east to the corner of the field, as close to the hedge as possible. If not possible, suggest that RG160 should be moved 10 m south, as close to the roadside as possible (plan provided by respondent); and • Suggest that pylon RG161 is moved 40 m south-west of its original placement, into the dog leg area of land in the south-west of the field. If not possible, suggest that RG161 should be moved 20 m east, as close to the hedge boundary as possible for ease of farming usage to reduce limitations to farming operations (plan provided by respondent).	National Grid reviewed the 2023 preferred draft alignment in this area and moved RG161 (amended to RG162) to the south-west by approximately 50 m which met the requirement of the proposed change. It was not possible to move RG160 (amended to RG161) further south due to the space required to erect scaffolding during construction.
Suggestions that pylons RG174 and RG173 are relocated (to minimise impact on Hascot Hill). More specifically:	National Grid made a change to the pylon locations along the draft alignment in order to address this request. Pylons RG173 to RG176

Change Requested	Change Made
• Suggest that pylon RG174 is relocated approximately 50 -100 m from the centre of the field to the field's southern boundary (to minimise impact on Hascot Hill Valley); and • Suggest that pylon RG174 is relocated a short way further south across the field (i.e., to mitigate impact on barn owls, visual impact).	(amended to RG177) were repositioned to lower ground in order to reduce the visual impacts. Through addressing this change, we also moved RG174 (amended to RG175) to be closer to a field boundary.
Request to realign RG191 - RG201 to avoid impact on equestrian business. Request to move the alignment further away from residential properties along Ipswich Road.	National Grid made a change to the 2023 preferred draft alignment from RG191 (amended to RG192) to RG200. The draft alignment continued south-east from RG191 before turning east crossing Blood Lane to then rejoin the 2023 preferred draft alignment at RG200. This change reduced potential impacts on the equestrian business at RG196 and moved the alignment further away from residential properties along Ipswich Road. An additional outcome of this change was that rather than having multiple crossings of the existing 132 kV overhead line we undergrounded the section of 132 kV overhead line from the first point of crossing near Middle Wood through to the north of Bramford Substation which reduced the potential effects.
Suggest that pylon JC016 is relocated away from Pigeons Lane and Spring Road.	National Grid assessed alternative alignments in this area to move JC016 further away from the property on the corner of Pigeon's Lane and Spring Lane. We are proposing a slight change to the 2023 preferred draft alignment which would move JC016 further to the west increasing the separation between the pylon and closest property from approximately 90 m to approximately 180 m.
Suggestions around relocating the Project in the Raydon/ Notley/ Great Wenham/ Little Wenham areas, specifically: • Suggest the use of underground cables between pylons JC018 and JC040; • Suggest use of underground cables at Raydon; • Suggest that underground cables are used between JC033 and JC035;	National Grid made a change to the siting of the CSE compound to the north of Raydon Airfield, extending the underground cable length by approximately 1.5 km. This change moved the 2023 preferred draft alignment from approximately JC026 to JC034 further north away from Little Wenham and Great Wenham.

Change Requested	Change Made
• Suggest use of underground cables up to Raydon airfield (pylon JC034); • Suggestion that the Project is routed away from / the Project should not be located at Great Wenham and Little Wenham; • Suggest that the use of underground cables is extended from the National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) further past Little Wenham and Great Wenham; • Suggest that the Cable Sealing End (CSE) compound should be closer to Notley Park and at a reduced level with full screening (e.g., not just palisade fencing); • Suggest that the CSE compound is sited such that it is supplied by pylon JC034, in an empty site directly south of pylon JC035; • Suggest that the CSE compound should be sited at the Raydon Road end of the Enterprise Park, within its boundary; • Concern that pylon JC030 is too far on a bend; • Suggest that pylon JC030 is relocated away from Little Wenham to minimise impact on heritage assets; • Suggest pylon JC035 is routed further east from its proposed location; • Suggest that pylons JC036, JC037 and JC038 are removed and that instead underground cables are routed farther from Pipers Went and other properties at the eastern end of Raydon; and • Suggest relocating pylons JC039, JC040 and CSE compound away from the Notley Enterprise Park (as a flying site for Raydon and District Model Aircraft Club).	
Suggestions around relocating pylons JC021 and JC022, specifically:	National Grid moved JC021 and JC022 slightly further north-east which went some way to

Change Requested	Change Made
• Suggest that pylon JC021 is moved slightly north to prevent blocking farmers entry, fitting in the corner of the farmland; • Suggest that pylons JC021 and JC022 are moved further apart to east and west respectively, as these pylons are much closer together than those on either side; and • Suggest that pylon JC022 is moved north-west further from the badger set and public footpath.	achieving the changes requested as this moved JC022 further away from the public footpath and JC021 away from the farmer's field entry point.
Suggest that the split section of underground cables (east of Great Horkesley) is routed away from Knowles Barn Farm.	National Grid reviewed the section of underground cable in this area and removed the split in the underground cable corridor by restricting the working area, though this was partly offset by a greater use of adjacent farmland for temporary soil storage. This moved the 2023 preferred draft alignment further south and therefore the proposed area of works no longer impacts the property and garden at Knowles Barn Farm.
Request to move alignment further away from residential properties at Aldham.	National Grid made a small change to the 2023 preferred draft alignment and associated pylon positions around TB054, TB055 and TB056 that moved the 2023 preferred draft alignment slightly further east and south-east from the properties at the edge of Aldham.
Suggest that pylons TB090 and TB091 are relocated to the edge of the field to reduce visual impact on the landscape and listed building. Request to avoid impacts on dog walking business at Ruffian's Wood.	National Grid made a change from pylon TB089 (amended to TB088) to TB092 (amended to TB091) which moved them to the western edge of the field as far as practicable which went some way to responding to this request. This change also moved the alignment further towards the western edge of Ruffian's Wood in an effort to reduce the impacts to the dog walking business, which was further addressed through the routeing of the construction haul road.
Suggest that the TB093 is re-routed further south out of a field located south of properties.	National Grid made a change to the position of pylon TB093 along the 2023 preferred draft alignment in order to move out of direct views of the property to the north. Due to a planning application for a solar farm in the location of TB094 (amended to TB092) to TB096 (amended to TB094) it was not possible to move the draft alignment due to the preference to avoid placing

Change Requested	Change Made
	pylons within solar farms where practicable. We proposed wider Order Limits to allow further realignment should the solar farm not proceed.
Suggest that the Project is routed through the proposed mineral extraction area as opposed to routeing south towards residential properties.	National Grid made a change to straighten the 2023 preferred draft alignment through the proposed mineral extraction area. At the same time, we repositioned some pylons and progressed with widened Order Limits, to facilitate modifications to minimise the potential for sterilisation of mineral resources, should the planning status of the mineral site change.
Suggest that pylons TB112-TB116 are moved north to avoid game bird sporting area at farming business and so that the CSE compound is at a more easily accessible location from the road. Another suggestion that pylons TB112-TB116 are located at the edge of fields or in the centre of blocks of land on farm business.	National Grid moved the alignment further north with the CSE compounds located closer together within the same field. This reduced the amount of underground cable required for the crossing of the existing 400 kV overhead line and therefore reduced the impacts on the cricket bat willow trees. This option also reduced potential impacts on the game bird sporting area. With regards to TB112-TB116, we made a slight change to the 2023 preferred draft alignment which moved these pylons slightly further north and east, we also located pylons TB112 to TB117 to the edge of fields where practicable.
Reroute pylons TB130-TB133 to reduce impact on property and farm access.	National Grid made a change to the 2023 preferred draft alignment between TB130 and TB132 (amended to TB131 and TB133) which moved the alignment, including the angle pylon, further south away from the property.
Suggest that the Project is re-routed to follow a more direct route between pylons TB148 and TB153.	National Grid modified the 2023 preferred draft alignment that straightened the alignment between TB147 and TB153 and moved the alignment slightly further away from existing and proposed properties.
Suggest that pylons TB151, TB152 and TB153 are re-spaced to reduce impact on property value and views. Another suggestion that pylon TB152 should be moved west of Mashbury Road and out of the field to reduce visual impact on village.	National Grid changed the 2023 preferred draft alignment and pylon locations between TB147 (amended to TB148) and TB154 (amended to TB155), this change straightened the draft alignment and removed the angle pylon at TB150 and TB153. Due to restrictions on span lengths when crossing over the road it was not possible to move TB152 to the west of the road, however we moved TB152 to the north and east of its previous

Change Requested	Change Made
	location, thus moving it further away from properties on Mashbury Road.
Suggests TB174 should be moved south along the existing line to obscure pylons behind trees and reduce effects on views from residences.	National Grid moved TB174 slightly further south along the 2023 preferred draft alignment as requested.
Suggest that pylon TB180 is relocated as near to the southern boundary of the field as is feasible.	National Grid reviewed the alignment around TB180 and moved TB180 further towards the southern field boundary.
Relocate pylons TB192-TB198 as current positioning does not account for size of modern farm machinery with 30 m tramlines.	National Grid reviewed the 2023 preferred draft alignment in the area in light of feedback to move pylons to field boundaries or to account for the size of modern farm machinery. We changed the 2023 preferred draft alignment in this area to respond to the change requested to a degree. We were not able to move all pylons in this area to field boundaries due to span lengths but where not possible ensured appropriate space was left for equipment.
Suggest that pylons TB220 and TB221 should be moved westwards.	In response to feedback in this area we took forward an alignment moved further west in this location to route just to the east of a gas pipeline. This reduced effects on residential properties and listed buildings in the Dunton Wayletts area and reduced the potential to restrict development identified by Basildon District Council to meet housing need and proposed on land to the east of the proposed Dunton Hills Garden Village site, south of the A127. This led to some increased interaction with the proposed solar farm.
Suggest that pylon TB224 is relocated further north so that it is no longer located at 'pinch point' in Bellway's landholdings (so that the delivery of access between the two is not restricted).	National Grid amended the 2023 preferred alignment in this area due to the presence of several proposed developments. The location of TB224 was therefore moved slightly to the west of the location proposed at the 2023 non-statutory consultation. It was not possible to move TB224 further north due to routeing constraints around the gas pipeline crossing. Moving TB224 to the west into a more open area was considered to provide more flexibility for delivery of access.

6.6.3 Where it became available, new information was taken into consideration in the development of the Project. New information (such as business activities, planning applications, environmental findings, etc.) was obtained outside the 2023 non-statutory consultation through discussions with landowners and stakeholder discussions, and environmental or engineering studies and assessments. Any changes made as a result of ongoing engagement are summarised in **Table 6.8** of this report.

Table 6.8 Summary of Changes Made as a Result of New Information

Change Requested	Change Made
Concern about battery storage development which awaits planning agreements.	National Grid changed the 2023 preferred draft alignment between RG001 and RG007 (amended to RG001 and RG008) south of Norwich Main Substation in order to reduce potential impacts on a proposed battery storage development. The 2023 preferred draft alignment was moved to the west, which required an additional pylon, but reduced interaction with the proposed development.
Movement of pylons RG025 and RG030 along alignment. Moving pylon RG025 north-east along alignment into corner of field or south-west along alignment further into field. Moving pylon RG030 North along alignment and West onto corner of dog-leg in field. Concern about potential impacts to South Norfolk Model Flying Club.	National Grid moved RG030 slightly further north to the corner of the field which also moved RG029 slightly further north. RG025 was also moved along the 2023 preferred draft alignment, however it was not possible to move this pylon into the corner of the field. National Grid also made a minor realignment to the west which increased the separation from South Norfolk Model Flying Club to approximately 200 m which went some way to reduce potential impacts.
Concern about the interaction of RG093 to RG096 with solar farm.	National Grid made a change between RG090 and RG100. This change addressed potential closure of Brook airstrip and reduced interaction with solar farm development. This change also moved pylons RG093 and RG094 further east and reduced potential impacts on one planned solar farm but transferred them (at a lower level) to an adjacent solar farm due to the positioning of residential property and the airstrip influencing the alignment.
Avoid impacts to setting of moat to east of RG112 identified by Historic England. Move further away from Mellis Common Conservation Area.	National Grid made a change between RG103 (amended to RG102) and RG116 (amended to RG117) to adopt the alignment of the existing 13 2kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This

Change Requested	Change Made
Move north of Great Wood to move further away from various listed buildings and residential properties to reduce visual impacts.	change reduced potential impacts on nearby historical assets. This change moved the draft alignment to the north of Great Wood and therefore further away from Mellis Common.
Movement of pylons RG135 and RG136 to reduce impact on agricultural operations.	National Grid moved RG135 (amended to RG136) slightly further south along the 2023 preferred draft alignment. We were unable to move RG136 (amended to RG137) further south due to the need to retain distance between the pylon and the road for protective scaffolding during construction and maintenance.
Suggestion to adjust location of pylons RG147-RG152.	National Grid changed the 2023 preferred draft alignment between RG147 (now RG148) and RG152 (now RG153) to adjust the alignment to move RG147 to RG150 further east into a field used as a paddock rather than a farmed field (at the time). This change led to a move of RG152 west into the neighbouring field.
Movement of number of pylons into field margins/hedgerows and changing location of angle pylon RG157 to increase distance from Grade II* listed property (RG153-RG161).	By moving the position of an angle pylon to the next pylon to the north, along with slight increase in the angle of direction change, the alignment was moved further from the Grade II* listed property.
Suggestion to cut corner of underground cable swathe to avoid trees (TB011/TB012).	National Grid restricted the underground cable construction swathe to avoid the trees at this location.
Underground section to the west of Bobbitts Hall – resident was concerned about the ‘protected boundary’ to west of their property and requested the cable working area be reduced to avoid impacts to it. Also had concerns about the road being impacted if trenchless method was going to be used (requested Horizontal Directional Drilling (HDD) here)	At Bobbitts Hall construction potentially cannot be restricted to the west side of an area of hedgerow albeit it may be possible subject to ground investigation. It may also be possible to work to either side to avoid direct effects to the hedgerow.
Concern about the impact of TB005 on Grade II listed building at Bounds Farm and of underground cable construction swathe on woodland to the south of the property. Concern about the impact on trees around TB010-TB011.	National Grid are narrowed the underground cable construction swathe in order to retain the woodland to the south of Bounds Farm. National Grid narrowed the underground cable construction swathe in order to retain these trees.

Change Requested	Change Made
TB041-TB045 would impact planning application for Fordham Reservoir. Planning application for a reservoir which is now being built which would be impacted by TB043.	National Grid made a slight change to the 2023 preferred draft alignment between TB041 (amended to TB040) and TB045 (amended to TB044) which moved the draft alignment slightly further east to avoid a new private reservoir and also removed the angle pylon at TB043 to reduce visual effects to some degree.
Concern about fishing activity under overhead lines at lake at TB004 and TB007.	National Grid changed the 2023 preferred draft alignment between TB004 and TB007 to move slightly further south to the southern edge of the fishing lake.
Concerns about clearance for take-off and landing at Thurrock Airstrip.	Following discussions with Thurrock Airfield we identified potential interaction with flight activities; we addressed this by adding a pylon which enabled us to keep pylon heights to a minimum at this location so as not to impact flight activity.

6.7 Ongoing Engagement Between Consultations

6.7.1 National Grid undertook ongoing engagement activities with stakeholders throughout the development of the proposed Project including outside of the non-statutory and statutory consultation periods. This informal or non-statutory engagement was undertaken through various mechanisms to keep key stakeholders informed about the progress of the proposed Project, inform the ongoing design of the proposed Project and enable timely discussions on opportunities and concerns identified

6.7.2 **Appendix A** of this report provides an overview of engagement activities with stakeholders held prior to and during the 2022 and 2023 non-statutory consultations and the 2024 statutory consultation.

6.7.3 **Table 6.9** provides a summary of the ongoing engagement activities undertaken with PILs prior to and during the 2022 and 2023 non-statutory consultations and the 2024 statutory consultation.

Table 6.9 Summary of Engagement Activities Undertaken with PILs prior to and during the 2022 and 2023 non-statutory consultations and the 2024 statutory consultation.

Date	Engagement activity undertaken with PILs
27 January 2022	Non-contact land referencing commenced
8 April 2022	National Grid mailed an information pack to PILs which included an introduction letter and invitation to meet the lands team

Date	Engagement activity undertaken with PILs
21 April 2022 to 16 June 2022 (2022 non-statutory consultation)	National Grid held various landowner meetings at events and on-site during the 2022 non-statutory consultation
15 August 2022 and 16 August 2022	National Grid commenced land agent briefing events
27 June 2023 to 21 August 2023 (2023 non-statutory consultation)	National Grid held various landowner meetings at events and on-site during the 2023 non-statutory consultation
16 October 2023	National Grid sent contact land referencing LIQs to PILs
12 January 2024	National Grid undertook pre-statutory consultation landowner engagement and sent an invitation to meet to 1,118 PILs.
5 February 2024 to 10 April 2024	National Grid undertook pre-statutory consultation meetings with PILs
March 2024	National Grid undertook landowner and agents briefings on the new/updated National Grid Land Rights Strategy
9 April 2024 to 17 July 2024	Unregistered land notices erected onsite and monitored
10 April 2024 to 16 July 2024 (2024 statutory consultation)	National Grid held various landowner meetings at events and on-site during the 2024 statutory consultation
5 July 2024	National Grid sent out intrusive survey licenses

6.7.4 A summary of headline issues raised through feedback received after the close of the 2023 non-statutory consultation (22 August 2023) up to and including the day before the 2024 statutory consultation (9 April 2024) is included in **Table 6.10** of this report. The table also details how National Grid's has had regard to the feedback received.

Table 6.10 Summary of Headline Issues Raised Between 22 August 2023 and 9 April 2024 and how National Grid have had regard to matters raised.

Headline Issue	Matters Raised	National Grid regard to matters raised
South Norfolk		
Agricultural land	Feedback concerning the removal of valuable agricultural land / disruption to farming operations	National Grid is and will continue to work with all landowners, including farmers, who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements
Community / Social impact	Feedback concerning the impact of the Project on children / families / residents / communities and becoming encircled by overhead lines	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children – through routing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders as part of the development of

Headline Issue	Matters Raised	National Grid regard to matters raised
		the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction through regular communication including letters, phone calls and meetings, where necessary. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15 of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development

Headline Issue	Matters Raised	National Grid regard to matters raised
		consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).
	Feedback concerning over-development of the area and cumulative impact with existing overhead lines, including other project developers	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc.) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.

Headline Issue	Matters Raised	National Grid regard to matters raised
Construction impacts	Feedback concerning disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (WSI) (document reference 7.5).
Consultation	Feedback criticising works at Wortham Ling Special Scientific Interest (SSSI), including the invasive nature, advance notice of works, site attendees and risk assessment and method statement (RAMS)	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Wortham Ling. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of

Headline Issue	Matters Raised	National Grid regard to matters raised
		a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the 'Holford Rules' which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process.
	Feedback concerning borehole drilling undertaken at Wortham Ling SSSI when it only accounts for 0.25% of the whole route	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes alternatives to the west of Diss as outlined by the respondent with consideration of overhead line only alternatives and alternatives combining overhead line with some sections of underground cable. Whilst this alternative avoids the cluster of residential properties at Roydon and Bressingham, compared with the 2023 preferred draft alignment, the closest residential properties are at approximately similar distances from the nearest pylon in both and we note that the majority of the properties in Bressingham, Roydon and Diss benefit from some screening of views by trees or intervening property. The crossing location is much closer to areas of ecological interest and where there is a greater extent of peat soils and where there is expected to be a greater focus for nature recovery areas. Overall National Grid considers that the option outlined by the respondent is less

Headline Issue	Matters Raised	National Grid regard to matters raised
		preferred to the 2023 preferred draft alignment on the basis of greater heritage, ecology and soils effects. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
	Criticism that the Project has been routed to avoid Bressingham Museum but not routed to avoid the village of Roydon	National Grid's route development decision making takes account of a range of factors including technical constraints, environmental and socio-economic feature. In many locations it is the combination of constraints that influence the route rather than a single element or feature meaning that the premise of the feedback being a local response of avoiding a single feature at the perceived expense of others is considered incorrect. In this case routeing is guided by opportunities to pass between homes and buildings and then influenced by other effects that may arise. The Design Development Report (document reference 5.15). sets out the reasons for preference for the project alignment over others further west and further east. It is pertinent to note that there is no guidance that specifies a minimum separation from residential property that suggests that routeing between Roydon and Bressingham is not appropriate. The

Headline Issue	Matters Raised	National Grid regard to matters raised
		implied alternative to oversail the Museum would generally not be favoured because of the additional pylon height required to achieve the appropriate safety clearances, additional heights that increases effects, including landscape, visual and heritage. further. Even if oversail of the museum was considered potentially to be acceptable there are other effects that count against this alternative arising from impacts on ecology and woodland.
DESIGN CHANGE (CR)	Suggest that the Project is routed away from / should not be located at Diss / Swardeston / Swainsthorpe / Roydon / residential properties / small private nature reserve in Bunwell, Norfolk	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Diss, Swardeston, Swainsthorpe, Roydon and Bunwell. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process.
	Suggest that pylons RG36 to RG38 are located away from residential properties in Forncett St Peter	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG036 to RG040 further away from residential properties we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less

Headline Issue	Matters Raised	National Grid regard to matters raised
		consistent with the Holford Rules. The alignment is also approximately midway between properties at RG038 so movement to benefit one property increases effects on another. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location in response to this request, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
Environmental impact	Feedback concerning negative impact on the environment generally	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the

Headline Issue	Matters Raised	National Grid regard to matters raised
		assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.
Financial compensation	Feedback concerning negative impact on property value	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid

Headline Issue	Matters Raised	National Grid regard to matters raised
		would advise seeking third party advice. or alternatively please contact the Project team: **Norwich-Tilbury@fishergerman.co.uk** or by calling us on Freephone **0808 175 3314**. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
Health, Safety & Wellbeing	Suggest that National Grid adheres to the Civil Aviation Authority (CAA) regulatory guidance CAP 738 which imposes specific requirements on developer's vertical structures (including pylons) Feedback concerning the siting of overhead lines as presenting a risk to light aircrafts in the area and that the project should be routed away from the clubs / airfields (e.g. South Norfolk Model Aircraft Flying Club)	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) the relevant airfields potentially affected as part of the proposed route to inform their impact assessment. Following consultation with the operators, it has been assessed that, with the Project as it is proposed, operations of airfields will not be affected. National Grid understands the Civil Aviation Authority (CAA) regulatory guidance and will continue to engage with nearby airfields and associated stakeholders as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economic, Recreating and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).

Headline Issue	Matters Raised	National Grid regard to matters raised
Heritage	Feedback concerning negative impact on heritage/ listed buildings and historical sites, including suggestions to route away from such sites	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
Public Rights of Way (PROWs)	Feedback concerning negative impact on PRoWs, including Angles Way	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where

Headline Issue	Matters Raised	National Grid regard to matters raised
		practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
Visual Impact	Feedback concerning negative impact on landscape / views	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the

Headline Issue	Matters Raised	National Grid regard to matters raised
		Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process, and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific

Headline Issue	Matters Raised	National Grid regard to matters raised
		assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process
Wildlife / Ecology impact	Feedback concerning negative impact on habitats / flora / plants / woodlands / hedgerows and river ecology Feedback concerning impact of the Project (including overhead lines) on wildlife / birds (including otters, great crested news, barn owls and bats) / protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation.

Headline Issue	Matters Raised	National Grid regard to matters raised
		The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid have committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.
Request	Request for National Grid to share: paperwork for drilling next to the Waveney River and SSSI site examples of where other communities are surrounded on three sides with 50 m	Requests for information were responded to by the community relations team.

Headline Issue	Matters Raised	National Grid regard to matters raised
	tall, 400 kv powerlines, other than Roydon	
Question	Query regarding: • location of pylon RG37 and the soil survey undertaken in Forncett St Peter • National Grid's consideration of moving pylons RG36 to RG38 further west, closer to the residential properties.	Queries were responded to by the community relations team.
Mid Suffolk		
Agricultural land	Feedback concerning the removal of valuable agricultural land / disruption to farming operations	National Grid is and will continue to work with all landowners, including farmers, who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
Community / Social impact	Feedback concerning impact on leisure Feedback concerning impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety.

Headline Issue	Matters Raised	National Grid regard to matters raised
		We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15 of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature

Headline Issue	Matters Raised	National Grid regard to matters raised
		of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).
DESIGN CHANGE (CR)	Suggest that additional underground cables should be used in this section and that the Project is underground between Mellis and Burston	National Grid has carefully considered the feedback proposing the use of underground cable along the route in whole or in part, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed

Headline Issue	Matters Raised	National Grid regard to matters raised
		developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Mellis and

Headline Issue	Matters Raised	National Grid regard to matters raised
		Burston meets the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.
	Suggest that the Project is routed away from Roydon Fen / Wortham Ling / the permanent gypsy and traveller site in Ipswich	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roydon Fen. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the 'Holford Rules' which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process.
	Suggest a realignment of the route to the east of Diss and across the Waveney Valley, with a combination of overground and underground cable options	National Grid has reviewed routes passing to the west and east of Diss explaining its decision making during the development of the Project in the Design Development Reports in 2023, 2024 (which are available on the Project website) and in the 2025 (DDR) (document reference 5.15) and considering both overhead line and underground cable connection methods. In the absence of new information or the identification of further

Headline Issue	Matters Raised	National Grid regard to matters raised
		factors no change to the position set out in the 2025 DDR is proposed.
	Suggest that the Project is integrated with existing pylons (both 400 kV and 132 kV), or that existing pylons are upgraded instead	As part of the identification of the most appropriate means of responding to the reinforcement need case, National Grid considered whether upgrades of the existing network would be sufficient. Some additional capability was provided by upgrading the existing connections such as the existing 400 kV overhead line from Norwich to Bramford which was fitted with new conductor bundles to almost double the capability. Even with such improvements (as set out in the CPRSS – see the Project Website) additional reinforcement was identified to be required to respond to the scale of new connection. Whilst noting the need to maintain the connection provided by existing 132 kV routes, opportunities to reduce the scale of change of effects through modification of the 132kV network have been reviewed. Firstly the existing 132kV pylons cannot be upgraded as they are not strong enough for the weight of conductor required. In some case the opportunity to run parallel with existing 132kV pylons have been taken, in other cases the 132kV has been replaced by underground cable to allow the 400kV to take the same alignment. Circumstances are considered on a case by case basis and there are also examples where there is insufficient clearance to allow the larger 400kV network to safely follow the same

Headline Issue	Matters Raised	National Grid regard to matters raised
		alignment. Overall it is considered that the existing networks have been modified to the extent possible whilst achieving an efficient basis to meet the reinforcement need.
Environmental impact	Feedback concerning impact on designated sites (e.g. SSSI, ancient woodland, an RSPB reserve, nature reserve) Feedback concerning negative impact on the environment generally	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other

Headline Issue	Matters Raised	National Grid regard to matters raised
		relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop
Financial compensation	Feedback concerning negative impact on property value	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as ‘injurious affection’ and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket

Headline Issue	Matters Raised	National Grid regard to matters raised
		Road, Risby, Bury St Edmunds, IP28 6RD. Health, Safety and Wellbeing 4.4.51 Concern that the Project may result in a negative impact on mental health / health and wellbeing. National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety.
Heritage	Feedback concerning impacts on archaeology and sites of significance	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been

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		undertaken and is reported in Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS-OWSI) (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during the development of the Project.
Visual Impact	Feedback concerning negative impact on landscape, including at Aldham and Fordham and suggestions that an alternative route should be used Feedback concerning the Project will be unsightly / visually intrusive (e.g. overhead lines, CSE compounds and substations)	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the

Headline Issue	Matters Raised	National Grid regard to matters raised
		potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will,

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		in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
Wildlife / Ecology impact	Feedback concerning negative impact of the Project (including overhead lines) on wildlife including birds and protected species	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. It is anticipated that a range of habitats within the land required for the construction of the Project would provide suitable habitat to support breeding birds and particularly those associated with farmland habitat. A survey scope for breeding birds is currently being discussed with Natural England ahead of the 2024 breeding season to identify key areas and

Headline Issue	Matters Raised	National Grid regard to matters raised
		potential impact pathways. Any trees to be impacted will also be surveyed to determine their suitability to support barn owl. Following the completion of survey work, the subsequent assessment will be included within the EIA. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species such as those species mentioned. It is noted that birds are a mobile species, and it is likely that active nests may be encountered during the construction phase. Precautionary working methods for breeding birds will be included within the Outline Code of Construction Practice (CoCP) that will accompany the Development Consent Order (DCO) application.
	Feedback concerning negative impact on habitats / flora / plants / woodlands / hedgerows	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA

Headline Issue	Matters Raised	National Grid regard to matters raised
		process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Headline Issue	Matters Raised	National Grid regard to matters raised
Babergh, Colchester and Tendring		
Agricultural land	Feedback concerning the removal of valuable agricultural land / disruption to farming operations	National Grid is and will continue to work with all landowners, including farmers, who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
Community / Social impact	Feedback concerning negative impact on domestic horses / equestrian activities	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: 'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.' Although horses are not directly mentioned, there is no evidence to suggest they are any different to farm animals. As well as the possible direct biological or health effects addressed

Headline Issue	Matters Raised	National Grid regard to matters raised
		above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Government's Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, with particular focus on equestrian activities.
	Feedback concerning that Aldham village will be split in two by pylons	The 2023 preferred draft alignment is routed through available space between properties with what appears to be the main village to the north. Some isolated/clusters of properties may have an Aldham address and may be separated from the main village by the 2023 preferred draft alignment but alternative routes for the onward connection to Tilbury lead to greater effects as described in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) and the 2023 Design Development Report (DDR). Therefore, no change to the 2023 preferred draft alignment is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

Headline Issue	Matters Raised	National Grid regard to matters raised
Construction impacts	Feedback concerning disruption from construction and the cumulative impact with other works in the area (e.g. A12 / rail strikes)	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
DESIGN CHANGE (CR)	Suggest that (additional) underground cables should be used in this section, in particular from Horkesley to the Fordham Valley and until a low contour in the land around Little Wenham Hall	In response to feedback, we have considered whether the Cable Sealing End (CSE) compound locations to the east and west of Great Horkesley should be moved to locations further from the Area of Outstanding Natural Beauty (AONB). In both cases National Grid concluded that

Headline Issue	Matters Raised	National Grid regard to matters raised
		the effects reported to drive a request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of underground cables to billpaying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
	Suggest that the Project is routed away from Ford Street in Aldham, properties in Ardleigh and Little Wenham Hall.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and has assessed a number of alternative alignments in the vicinity of Aldham, details of which can be found in the Design Development Report (DDR) published as part of the 2024 statutory consultation.
	Suggest that the Project should be placed offshore, but if not possible, the substation at Ardleigh should be moved to the west of the A12	Identification of the appropriate site for the East Anglia Connection Node (EACN) substation considered a wide range of factors as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation. In response to feedback on the 2022 consultation, National Grid reviewed the previous work and considered other locations as reported on in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. When considered with other factors, the proposed site for the EACN substation

Headline Issue	Matters Raised	National Grid regard to matters raised
		was identified to provide an appropriate balance. In the absence of new information our previous conclusions remain valid and other sites (greenfield and brownfield) remain less preferred compared with the site of the EACN substation for the reasons set out in the 2023 DDR. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
	Suggest that the Project proposals are integrated with the Sea Link proposals	The Sea Link project provides only a 2 GW capability whereas the Project Norwich to Tilbury reinforcement need is 6 GW. This would require additional reinforcement by multiple High Voltage Direct Current (HVDC) projects hence why National Grid concludes that an increased marine component is not the preferred option as the cost becomes disproportionally high for the power transfer achieved. No change is therefore proposed. It is also noted that the Offshore Co-ordination Support Scheme considered opportunities to integrate the customer connections with Sea-link but concluded that this was not the preferred approach.
Environmental impact	Feedback concerning negative impact on the environment	National Grid has sought to reduce, as far as practicable, impacts on the

Headline Issue	Matters Raised	National Grid regard to matters raised
	Feedback concerning the impact of the Project on Fordham Valley and the AONB	environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology

Headline Issue	Matters Raised	National Grid regard to matters raised
		and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.
Heritage	Feedback concerning impacts to archaeology and sites of significance, including St Marys Church, in Washbrook and All Saints Church in Little Wenham Feedback concerning negative impact on heritage/ listed buildings and historical sites, including suggestions to route away from such sites	The use of a trenchless crossing technique is currently proposed to reduce effects on St Mary's Church Wood. Through all considered routes, National Grid has reduced as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environment Statement (ES) (document reference 6.11). The assessment considers the potential impact on

Headline Issue	Matters Raised	National Grid regard to matters raised
		archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors. The assessment is supported by walkover, setting, and geophysical surveys, as documented in Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS-OWSI) (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.
Visual Impact	Feedback concerning negative impact on landscape / views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate

Headline Issue	Matters Raised	National Grid regard to matters raised
		and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.
Wildlife / Ecology impact	Feedback concerning negative impact on wildlife / habitats Feedback concerning negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document

Headline Issue	Matters Raised	National Grid regard to matters raised
		Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of

Headline Issue	Matters Raised	National Grid regard to matters raised
		offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.
Request	Requests for: • further socioeconomic and environmental impact surveys • National Grid / Heritage Team visit the site at Little Wenham • confirmation of awareness of the archaeological sites either side of the Stour, and information about the impact / route	National Grid has agreed a scope of surveys and assessment covering socio-economics and environmental topics with the Planning Inspectorate and relevant statutory bodies. The findings of desk studies, field surveys and various forms of investigation are reported in the Environmental Statement which also identified the need for any additional mitigation over and above any route refinement. No new information is provided to suggest this agreed approach is not appropriate. No change is proposed.
Braintree		
Community / Social impact	Feedback concerning the impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through

Headline Issue	Matters Raised	National Grid regard to matters raised
		regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • Email us: contact@n-t.nationalgrid.com • Write to us: FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes

Headline Issue	Matters Raised	National Grid regard to matters raised
		emerging from the consultation and once published, will work to understand what this means for our projects.
Construction impacts	Concern about noise and other disturbances resulting from construction (e.g. mud on roads, dust)	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment, which covers noise and other potential effects such as air quality, will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. We will be writing up our noise and vibration assessment that will form part of the EIA. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or minimised as far as practicable. Therefore, with appropriate mitigation, significant adverse effects from noise are not expected. As part of the DCO

Headline Issue	Matters Raised	National Grid regard to matters raised
		application, an Outline Code of Construction Practice (CoCP) and Outline Construction Traffic Management Plan (CTMP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. Many of the control measures will be based on the results from a Dust Risk Assessment (undertaken in accordance with Institute of Air Quality Management (IAQM) guidance) and will likely include wheel washing of vehicles and the correct and tidy management of works areas to reduce, as far as practicable, dust and mud entering the local road network in the form of 'track-out'.
DESIGN CHANGE (CR)	Suggest that the Project should not include land which does not have planning permission and /or is not an allocated site	National Grid agrees with the respondent that a cut-off is necessary, but disagrees with the respondent at where this is drawn. It is considered reasonable to consider development proposals that are less advanced and use this as a prompt either to guide design change or allow flexibility to respond to other consent regimes. In some cases it may be appropriate to make changes where there is no material effect to other receptors, whereas in other cases incorporating some flexibility is appropriate (with wider Order Limits) to avoid the need for unnecessary challenge to 3rd party developments or prejudge their

Headline Issue	Matters Raised	National Grid regard to matters raised
		acceptance or refusal. National Grid considers its approach to be proportionate and no change is proposed.
	Suggest that the Project is routed away from properties in the area Suggest that pylon TB121 is re-routed away from three properties, the surrounding area and agricultural fields	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that 'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty)'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which

Headline Issue	Matters Raised	National Grid regard to matters raised
		is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation
Economic / Employment impact	Concern about negative impact on businesses	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
Environmental impact	Feedback concerning negative impact on the environment	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the

Headline Issue	Matters Raised	National Grid regard to matters raised
		environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work
Heritage	Feedback concerning negative impact on heritage/ listed buildings and historical sites, including suggestions to route away from such sites, including the impact of pylons TB120 and TB121	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including all designated heritage assets. National Grid has considered the respondent's feedback, due to multiple constraints in this area such as woodland, residential properties and listed buildings, it is not possible to move the alignment between TB120 and TB121 (now TB122 and TB123) further away from historical

Headline Issue	Matters Raised	National Grid regard to matters raised
		sites in the area without transferring or increasing effects on other properties or increasing woodland loss. We are therefore not proposing a change to the alignment at this location but have extended the length of the 132kV lattice pylon alignment that is replaced with underground cable. Whilst focussed on reducing cumulative effects this also reduces some heritage effects. National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the ES. The assessment considers the potential impacts to heritage assets and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The Project has engaged with Historic England and relevant planning authorities on aspects

Headline Issue	Matters Raised	National Grid regard to matters raised
		relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.
PROW	Feedback concerning negative impact on PROWs	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
Visual Impact	Feedback concerning negative impact on landscape / will be unsightly / visually intrusive (e.g. overhead lines, CSE compounds and substations)	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most

Headline Issue	Matters Raised	National Grid regard to matters raised
		instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-

Headline Issue	Matters Raised	National Grid regard to matters raised
		Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
Wildlife / Ecology impact	Feedback concerning negative impact on flora / plants / woodlands / hedgerows Feedback concerning negative impact on protected species	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential

Headline Issue	Matters Raised	National Grid regard to matters raised
		impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be

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		identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
Chelmsford		
Community / Social impact	Feedback concerning the impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • Call our Community Helpline: 0800 915 2497 (Lines are open Monday to

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		Friday 9am-5:30pm) • Email us: contact@n-t.nationalgrid.com • Write to us: FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance.
Consultation	Feedback criticising that the heritage assessment undertaken for Little Waltham was inadequate	National Grid has agreed a scope of surveys and assessment covering heritage with the Planning Inspectorate and Historic England along with heritage representatives from local planning authorities. The findings of desk studies, field surveys and various forms of investigation are reported in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) which also identified the need for any additional mitigation over and above any route refinement. No new information is provided to suggest this agreed approach is not appropriate. Whilst the respondent may disagree with the findings we do not consider further change

Headline Issue	Matters Raised	National Grid regard to matters raised
		of the design at Little Wenham is required and no change is proposed
	Feedback criticising engagement with local history groups regarding a Late Iron Age / Romano-British archaeology site in Broomfield	National Grid has worked to minimise potential impacts on the historic environment through strategic routeing and siting measures. The results of archaeological fieldwork and heritage assessments, including a review of known archaeological sites such as the pre-Belgic Iron Age remains identified in the early 1970s near Little Waltham, have informed the design process. Information regarding heritage assets provided to the Project through consultation has been considered and included in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1). The Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), provides a detailed assessment of potential effects on both designated and non-designated heritage assets, including those of archaeological interest. Where non-designated assets have been assessed as being of medium or high value and within the 250 m study area, their settings and potential for significant effects have been thoroughly considered in accordance with the agreed methodology.
	Suggest holding face-to-face meetings in parish halls and meeting rooms in the affected areas of Ingatestone and Haverings Grove	Before the start of the statutory consultation, National Grid discussed its approach with officers from the Local Planning Authorities and prepared a

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		Statement of Community Consultation (SOCC). This document set out how we were planning to consult on the project and is published on the Project website. To help ensure the consultation was accessible, we wrote to approximately 77,000 properties with details of our proposals and held 14 face-to-face events and six webinars. These events provided the opportunity for direct engagement with the project team that was requested in the feedback. Whilst events may not have been held in the specific locations they were held in close proximity at venues with suitable capacity. The webinars providing a further opportunity to ask questions and raise concerns. Information in the 2024 Project Background Document and website was written in non-technical language, supplemented with visual materials, to help explain the Project. National Grid also published the 2024 Guide to Interacting With Our Consultation Plans which provided guidance on what is shown on the plans.
DESIGN CHANGE (CR)	Suggest that the Project is routed away from the Wid Valley near Ingatestone / farmland to the north and west of Little Waltham	Whilst noting the preference for a route away from the Wid Valley, the reasons for a preference for the current alignment remain.as set out in the Design Development Report (document reference 5.15 as well as the previous 2023 and 2024 versions available on the Project Website). These include to reduce effects

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		on various heritage assets most notably the Grade I Listed Ingatestone Hall and Grade I Listed St Giles Church. In the absence of further evidence National Grid consider the alignment to be consistent with our duties and relevant policies and for this still to be preferred. In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go west of Little Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have

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		reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5km to 3km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. We have undertaken an Environmental Impact Assessment (EIA) which has assessed the potential impacts of the Project and has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.
	Suggest that pylon TB146 is re-routed away from Romano-Celtic temple	TB146 (now TB149) has been moved southwards in response to this feedback.

Headline Issue	Matters Raised	National Grid regard to matters raised
	remains and the area of Late Iron Age and Roman finds, or that the area is fully excavated prior to construction	The Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), provides a detailed assessment of potential effects on both designated and non-designated heritage assets, including those of archaeological interest. Where assets have been assessed as being of medium or high value and within the 250 m study area, their settings and potential for significant effects have been thoroughly considered in accordance with the agreed methodology
	Suggest that underground cables are used through Little Waltham	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that 'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'. The NPS

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		also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified at Little and Great Waltham which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
	Detailed suggestions to re-route the Project in the area to the south of Chelmsford to minimise impact on Ingatestone and Margaretting	In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's published as part of the 2023 non-statutory and statutory consultations, which can be found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing to the east and south of Chelmsford closely following the corridor with the existing 400 kV overhead line and the A12. Whilst noting the respondent's preference, no new factors have been identified nor new evidence provided nor identified to reduce the greater effects or address the constraints to routeing that are associated with

Headline Issue	Matters Raised	National Grid regard to matters raised
		following existing infrastructure. As such passing to the eastern or southern side of Chelmsford remains less preferred and no change has been proposed.
Environmental impact	Feedback concerning the impact on designated sites (e.g. SSSI, ancient woodland, a RSPB reserve)	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating

Headline Issue	Matters Raised	National Grid regard to matters raised
		to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.
Heritage	Feedback concerning negative impact on heritage / listed buildings and historical sites, including suggestions to route away from such sites Feedback concerning impacts to archaeology and sites of significance	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
Basildon and Brentwood		
Community / Social impact	Feedback concerning the impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on

Headline Issue	Matters Raised	National Grid regard to matters raised
		communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • Email us: contact@n-t.nationalgrid.com • Write to us: FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a

Headline Issue	Matters Raised	National Grid regard to matters raised
		difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects
	Feedback concerning impact on leisure	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Where impacts on leisure and tourism are identified these will

Headline Issue	Matters Raised	National Grid regard to matters raised
		be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken as part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP)
DESIGN CHANGE (CR)	Suggest that the Project is routed away from Dunton, relocated to west of the high-pressure gas pipeline and that pylons TB218 to TB234 are moved significantly further west	Routeing in this location is influenced by restrictions to both sides of the preferred draft alignment to both the north and south and also seeks to consider effects on other interests and achieve the preferred draft alignment without undue deviation. National Grid also considers that the positioning of the angle pylon to the side and downhill from the properties identified is preferred to this being more directly in view to the south-west. No change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are undertaking an

Headline Issue	Matters Raised	National Grid regard to matters raised
		Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that 'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After

Headline Issue	Matters Raised	National Grid regard to matters raised
		consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we are now proposing to increase the extent of underground cabling by approximately 1.5 km to a total of approximately 20 km of underground cable at areas that are identified as of highest landscape value for example within the Dedham Vale AONB and within the vicinity of the AONB near Great Horkesley. Elsewhere along the 2024 preferred draft alignment, with the exception of the alignment near Diss, the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them, are not considered to be justifiable in the context of national policy or National Grid's statutory duties. At Diss there remains an option to use underground cable but this is subject to consideration of the findings of ongoing investigations. Nevertheless, an Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
Economic / Employment impact	Feedback concerning negative impact on businesses	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and

Headline Issue	Matters Raised	National Grid regard to matters raised
		parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
Heritage	Feedback concerning negative impact on heritage/ listed buildings and historical sites, including suggestions to route away from such sites	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities

Headline Issue	Matters Raised	National Grid regard to matters raised
		(LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop
Thurrock		
No responses		
No Location		
Agricultural land	Feedback concerning the removal of valuable agricultural land / disruption to farming operations	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-bycase basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in

Headline Issue	Matters Raised	National Grid regard to matters raised
		National Policy Statement (NPS) EN-5 which states: 'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'
Community / Social impact	Feedback concerning the impact of the Project on children / families / residents / communities and becoming encircled by overhead lines	Radiofrequency emissions can interfere with electrical equipment, telecommunication. WiFi and broadcast equipment. These emissions are limited from overhead lines by design set out in National Grid's Technical Specifications, which include the requirements of British standards minimising the generation of radio interference. All the equipment used will meet the requirements in these standards, which are in place to prevent interference issues. These are the same good engineering practices that are applied to the existing transmission system assets, including existing 400 kV overhead lines, which cause no interference issues for electrical equipment, telecommunication, WiFi and broadcast equipment under normal operating conditions. Therefore, we also expect no interference issues as a result of the Project. Global Positioning Systems (GPS) are increasingly being used to provide accurate position information such as in precision farming. It uses a radio receiver to receive the transmitted radio signals from a number of satellites orbiting the earth. Additional accuracy is used in

Headline Issue	Matters Raised	National Grid regard to matters raised
		differential GPS (DGPS) which involves the use of signals transmitted from a local fixed transmitter (or another satellite). Close to a pylon, there might be some degradation in GPS performance, just as there can be some degradation close to buildings and trees. The individual wires of a power line are very thin, so they do not cause a problem. Any radio interference emitted by the line is too small to have any effect. Other than that, there is no evidence of power lines interfering with GPS used in precision farming.
	Feedback concerning impact on leisure	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users Where impacts on leisure and tourism are identified, these will be

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		presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
	Feedback concerning that new overhead lines could disrupt telecommunications, broadcast signals, electrical equipment, and GPS	Radiofrequency emissions can interfere with electrical equipment, telecommunication, Wi-Fi and broadcast equipment. These emissions are limited from overhead lines by design set out in National Grid's Technical Specifications, which include the requirements of British Standards minimising the generation of radio interference. All the equipment used will meet the requirements in these standards, which are in place to prevent interference issues. These are the same good engineering practices that are applied to the existing transmission system assets, including existing 400 kV overhead lines, which cause no interference issues for electrical equipment, telecommunication, Wi-Fi and broadcast equipment under normal operating conditions. Therefore, we also

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		expect no interference issues as a result of the Project. Global Positioning Systems (GPS) are increasingly being used to provide accurate position information such as in precision farming. It uses a radio receiver to receive the transmitted radio signals from a number of satellites orbiting the earth. Additional accuracy is used in differential GPS (DGPS) which involves the use of signals transmitted from a local fixed transmitter (or another satellite). Close to a pylon, there might be some degradation in GPS performance, just as there can be some degradation close to buildings and trees. The thickness of individual wires means that they do not cause a problem. Any radio interference emitted by the line is too small to have any effect. Other than that, there is no evidence of power lines interfering with GPS used in precision farming.
	Feedback criticising that the Project only benefits those living elsewhere (e.g. London)	There is a need to reinforce the existing high voltage electricity network in the East Anglia region. It does not currently have the capability needed to reliably and securely transport the electricity that will be generated and connected to the electricity transmission network by 2030, while working to the required standards. The Project would benefit the UK as a whole, including local communities, by enabling the connection of new sources of renewable energy and by contributing to

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		our energy security in the future, helping the country to achieve the Government's Net Zero target and ensuring that the national grid meets future power demands.
Construction impacts	Feedback concerning the impact on traffic levels and road closures caused by construction works and associated vehicles	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable
Consultation	Criticism of impact surveys undertaken, including: • conducted at inappropriate times, e.g. ahead of statutory consultation • planning permission being granted • criticism of survey team and damage to property / fields • poor communication, unaware that surveys were going to occur, not enough information provided	A full suite of ecological surveys is currently underway across the Project. A detailed survey scoping exercise has been undertaken to determine the most appropriate survey type, methods and location based on a range of factors including existing records, habitat suitability and likely impacts. Survey scope has been discussed and agreed with the relevant stakeholders to ensure a robust baseline assessment. National Grid welcome receipt of any additional local information.

Headline Issue	Matters Raised	National Grid regard to matters raised
	• objections to license agreement for surveys	National Grid tried to make sure the consultation was accessible for local communities which meant balancing a number of factors. This included ensuring appropriate facilities were available, the venue was accessible and there was space available for parking. We also aimed to hold events at a range of times to allow people to attend. Where there were mitigating factors, we also provided four webinar events and opportunities to engage with the Project team via phone, email and freepost. However, we note the comments and will bear this in mind as we look to identify venues for the 2024 statutory consultation. The consultation was advertised widely - in local newspapers and on social media. TV, radio and in local newspapers. Before the start of the 2023 non-statutory consultation, we prepared a Consultation Strategy to set out how we were planning to consult on the Project. National Grid shared this document in draft with the potentially affected Local Authorities who provided us with comments based on their knowledge and experience of consultation in the area. We incorporated these comments where practicable and information on this is available in this report. The Consultation Strategy is available as **Appendix A** to this report. Before any future consultation, we will update the Consultation Strategy and engage with Local Authorities for their

Headline Issue	Matters Raised	National Grid regard to matters raised
		views on how we should conduct the consultation. We note the comment and will keep this under review at the next stage of the Project
	Feedback criticising the consultation process, including: • consultation timing (e.g. insufficient time to consider the proposals / clash with local events and summer holiday period) • the consultation team • suggesting that National Grid has mislead respondents • suggest that further consultation takes place • consultation reach is not adequate - only 4,000 responses to the 2023 consultation • stakeholder groups were not given the opportunity to engage during the statutory consultation (e.g. airfields) • additional consultation meetings should be provided to all local campaign groups and parish councils to avoid bias or favour • concerns that feedback will not be listened to, including suggestions that feedback is listened to • feedback that National Grid has not responded to concerns, and queries about the Project and criticising the responses provided, in particular	Before the start of the 2023 non-statutory consultation, National Grid prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments (see **Appendix B** of this report) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Public Consultation Strategy is available as **Appendix A** of this report and the consultation was undertaken in accordance with this. Feedback has been reviewed by the Project team and responses are published in this Feedback Report. Where feedback has influenced the design of the Project this has also been included. Before any further stage of consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. The feedback form provided as part of the consultation is only a guide to enable the consultees to provide feedback on our proposals. The feedback form included a number of open and closed questions. Free text boxes enabled people to provide

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	from the previous 2022 and 2023 consultations Feedback criticising the consultation materials: • use of the graduated swathe and google maps including suggestions to use CAA maps for airfields • cumbersome and misleading questionnaire • that alternatives were not presented for consideration in the 2022 or 2023 non-statutory consultations • consultation community newsletter containing out of date / inaccurate information • costs of producing the community newsletter • not enough information available for the consultation (including justification of the chosen route and for changes to previous routes)	any other feedback they wanted. Respondents were free to answer any questions they felt most relevant. National Grid have found in the past, that people find a feedback form useful in structuring their responses and that the form has been helpful. However, feedback can be provided in any way that the consultee wishes, either by using the feedback form template, by letter, email, or telephone. All feedback received from the 2023 non-statutory consultation has been read by the Project team and all feedback will continue to be considered as the Project develops. All feedback has been recorded and responded to in this report or in the Project documents supporting the 2024 statutory consultation. This Project comprises a proposed overhead line connection over 2 km in length and therefore it is currently expected to be classified as a Nationally Significant Infrastructure Project (NSIP). Therefore, the Project would require consent under the Planning Act 2008. The Planning Inspectorate publish guidance and advice on developing an NSIP for developers to follow. National Grid considers that we have developed our proposals and carried out consultation in accordance with the Gunning Principles. The Gunning Principles set out four principles for consultation as follows: Consultation must be at a point when proposals are still at a formative stage. A

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		final decision has not yet been made, or predetermined, by the decision makers. The Project is still in the early stages. This was our second non-statutory consultation and there will be a statutory consultation in 2024. At this point no final decisions have been made. Both the 2022 and the 2023 non-statutory consultations have led us to make changes to our proposals as a result of consultation feedback. There is sufficient information to give 'intelligent consideration'. The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response. We have published a considerable amount of information to support both non-statutory consultations. This information was available online and in paper copy at our public events during consultation and remains available on the Project website. The information published at the 2023 non-statutory consultation included the Design Development Report (DDR), the Strategic Backcheck Options and Review report (SOBR) and the Project Background Document (PBD), all available on our website. There is adequate time for consideration and response. There must be sufficient opportunity for consultees to participate in the consultation. We follow advice and guidance provided in relation to consultation for a project of this nature and are confident we go over and above any

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		statutory requirements to engage fully with all stakeholders. Consideration must be given to the consultation responses before a decision is made. Decision makers should be able to provide evidence that they took consultation responses into account. In response to the consultation, we received over 4,000 responses. Responses were received from members of the public, elected members, local authorities and technical stakeholders. All responses received have been read and considered by the Project team. Information from the feedback has been considered and changes have been made as we have developed the 2024 preferred draft alignment and information is available on how feedback has influenced the Project within this report.
	Feedback criticising that the Holford Rules / the Gunning Principles have not been considered	National Grid disagrees that the Holford Rules have not been considered as these are referenced within the policy framework which is relevant to the Project. We would note that application of the Holford Rules typically involves balancing alternative solutions which can present conflicting Holford compliance and may from some perspectives appear to suggest an aspect has not been considered. The Design Development Report (DDR), published as part of the 2023 non-statutory consultation sets out how the Holford Rules informed decision making and the further DDR to be published as part of our 2024 statutory consultation does the same for changes to

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		the 2023 preferred draft alignment. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, and which are also informed by feedback
	Feedback criticising the consultation notification subscription process, including un-subscription, need to re-subscribe and requests to be informed about future consultations	National Grid has a sign-up function for Project Updates via the website. These updates are issued by email at milestones, such as consultation launch. People can unsubscribe and re-subscribe depending on their preferences. We also notify people using other methods, including direct mail, advertising in local newspapers and on social media as well as outreach to community groups and organisations. We may also contact people directly in some circumstances, such as if they are a potentially affected landowner.
	Feedback criticising consultation events: • only held during the daytime • only one consultation event held at the weekend • online events should have a Q&A with minutes published • independent experts and decision makers should be present at future consultation events	National Grid held 14 Public Information Events and six public webinars over a variety of days. Times and days for the events were dependent on availability of venues and three of the 14 Public Information Events and all webinars were open until 7 pm in the evening. Two of our Public Information Events were held on a Saturday to allow those who work in the week to attend. All events were attended by a large team of specialists covering routeing and design, land use matters, engineering and emf topics amongst others.

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		The webinars held during statutory consultation were recorded and made available on the Project website. For GDPR reasons, we were not allowed to record the Q&A sections of the webinars where people's names and some personal information may have been shared. ¶If people had specific questions following our webinars, we had a dedicated community phoneline and email available where we could provide answers.
	Feedback criticising the promotion of LionLink cable routes in Suffolk	The LionLink project is not part of the Norwich to Tilbury project
	Feedback criticising that the Project goes against National Grid's and shareholder's Environmental Social and Governance (ESG) commitments	National Grid is legally and ethically required to align its operations with relevant regulations and standards. This ensures that its activities adhere to environmental protection laws, social accountability frameworks, and governance principles. ESG reporting includes an environmental, social and governance (ESG) materiality assessment. However, this is reported on separately to meet wider legislation and corporate requirements. There is no statutory requirement for an application requiring development consent to apply ESG.
	Feedback criticising National Grid generally / criticising that the Project is greenwashing	National Grid develops its projects in accordance with relevant policy, submitting its proposals as an application for Development Consent. There are effects that arise as aa result of the proposals which are considered by the

Headline Issue	Matters Raised	National Grid regard to matters raised
		determining authority and Secretary of State. We have undertaken an Environmental Impact Assessment (EIA) which has assessed the potential impacts of the Project and has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application
	Feedback criticising the government / local government and their green agenda / policy	The Government, in its Energy White Paper (EWP), states its ambition to achieve Net Zero emissions by 2050 whilst meeting a large increase in future demand (potentially doubling by 2050). To achieve this the EWP has outlined a plan to increase energy from offshore wind to 40 GW by 2030 (target increased to 50 GW in April 2022) although it is recognised that whilst a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar it also likely to require complementing intermittent renewables with technologies including nuclear and gas with carbon capture and storage. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation.

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	Feedback criticising the Critical National Priority policy and the legitimacy of it	National Grid develops its projects in accordance with relevant policy, submitting its proposals as an application for Development Consent. The points raised by the respondent are, in National Grid's opinion, matters considered by the determining authority and Secretary of State. No change is proposed.
	Criticism that HM Treasury Green Book has not been followed and suggest that it should follow the legal requirements and methodology	National Grid is confident that the process we follow to identify and then assess potential strategic options is robust and the most appropriate. This has been tried and tested through numerous previous projects, the formal examination process and ultimately decided by the relevant Secretary of State. The Treasury Green Book provides guidance on the interpretation by public servants of public spending, assets and resources for projects, policies and spend from the public purse. That is not relevant for National Grid Electricity Transmission (NGET). There is no requirement in the Planning Act 2008 for developers to have to submit a Treasury Green Book assessment as part of a Development Consent Order (DCO) application. NGET is an Office of Gas and Electricity Markets (Ofgem) regulated business, with obligations to consider customer, environmental and other considerations as outlined in the Electricity Act and in its licence commitments. Consideration of the costs of a project and the funding it should

Headline Issue	Matters Raised	National Grid regard to matters raised
		receive via the regulatory settlement is the subject of a separate regulatory process, and it is not appropriate for the Planning Inspectorate, Examining Authority or the Secretary of State in their remit under the Planning Act to seek to duplicate other regimes
	Feedback criticising the Holistic Design Network, even though representations to the National Grid Electricity System Operator (ESO) consultation in 2020 were made	The National Energy System Operator (NESO) has produced a comprehensive cost breakdown of the onshore and offshore options. For further details refer to the report on East Anglia study | National Energy System Operator (NESO.energy). This study assesses different ways to transfer electricity once it's landed from certain offshore windfarms off the coast of East Anglia to where it's needed. This was produced using the same metrics as set out within the Holistic Network Design, which includes: cost to consumers, deliverability and operability, impact on the environment and, impact on local communities. The study began on the 11 December 2023 and results were published on 12 March 2024. Alongside the report itself, NESO have published independent reports which have supported assessment by DNV and Jacobs. The scope of the Holistic Network Design (HND) was set by NESO (ESO at the time) and the Government. East Anglia was excluded from the HND as the generation projects were already progressed too far for it to be beneficial to

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		consider alternate designs. Any change would delay their delivery which would adversely affect meeting climate change objectives. The HND did however acknowledge the planned and existing transmission infrastructure in East Anglia and avoid further connections coming into the region
	Feedback criticising that the Project is stated as ‘a greener future for East Anglia’ but it does not distribute energy to East Anglia and instead transports the energy produced south and out of East Anglia altogether	There is a need to reinforce the existing high voltage electricity network in the East Anglia region. It does not currently have the capability needed to transport reliably and securely the electricity that will be generated and connected to the electricity transmission network by 2030, while working to the required standards. The Project would benefit the UK as a whole, including local communities, by enabling the connection of new sources of renewable energy and by contributing to our energy security in the future, helping the country to achieve the government’s Net Zero target and ensuring that the national grid meets future power demands.
DESIGN CHANGE (CR)	Suggest that the Project follows the alternative route set out in the National Grid Design Development Report of June 2023 page 58	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go north of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type

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		as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5km to 3km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment

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		are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.
	Feedback opposing the use of underground cables (e.g. due to environmental cost and underground cabling life expectancy)	National Grid understands the sentiment but is guided by Planning Policy in making decisions about the selection of technology. It has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the statutory consultation and targeted consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that 'the government's position that overhead lines should be the strong starting presumption for electricity

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		networks developments in general, this presumption is reversed when proposed developments would cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project has incorporated suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data. We have undertaken an Environmental Impact Assessment (EIA) which includes a baseline of the existing environment as well as site specific information and survey data. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application
	Suggest adopting alternative, low impact pylon design or T-pylons	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology,

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		2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of T pylon use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route,

Headline Issue	Matters Raised	National Grid regard to matters raised
		any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.
	Suggest that Sea Link is amended to include the connection to the Five Estuaries' and North Falls' wind farms so that this Project isn't needed	The Sea Link project provides only a 2 GW capability whereas the Project need is 6 GW. This would require additional reinforcement by multiple High Voltage Direct Current (HVDC) projects hence why National Grid concludes that an increased marine component is not the preferred option as the cost becomes disproportionally high for the power transfer achieved. No change is therefore proposed. It is also noted that the Offshore Co-ordination Support Scheme considered opportunities to integrate the customer connections with Sea-link but concluded that this was not the preferred approach. Even if the suggestion to connect the customers elsewhere was viable and was

Headline Issue	Matters Raised	National Grid regard to matters raised
		taken forwards there would still be a need to reinforce the network between Norwich, Bramford and Tilbury. This was considered in the CPRSS (see the project website) and considered a less economic and efficient approach compared with integrating the connection of the customers with the reinforcement.
	Suggest that energy is generated closer to where it is needed instead, e.g. wind power near Essex or nuclear power in London	The existing network in East Anglia was developed in the 1960s and has been successful in meeting demand to date. National Grid has duties to provide the network that moves electrical power at large scale between sources of generation and the Distribution Network Operators who connect to sources of demand in homes and businesses. National Grid does not identify the location of power sources, with the key influences being government policy and the support of the Network Energy System Operator (NESO) for particular projects and the establishment of connection agreements which National Grid must fulfil. Current government targets for renewable and low-carbon energy are driving a large amount of this generation to be from offshore wind farm schemes which require new connections to be established to connect to the Transmission system. There may be some potential for the generation approach raised by the respondent to be meet some of the need

Headline Issue	Matters Raised	National Grid regard to matters raised
		but this is ultimately for government to define.
	Suggest that the Project is routed at least 1 km away from residential areas	National Grid notes the respondent's feedback. There is no guidance that specifies that overhead pylons need to be at a specific distance from residential property. That said route development is informed by the Holford Rules, consideration of the environmental features, homes and constraints that are present with a balanced decision made. On this basis no change is proposed. An Environmental Impact Assessment (EIA) has been undertaken, and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.
	Suggest that National Grid makes the assessment on the Project based on the good or harm to the UK	National Grid notes the respondents preference but must follow the procedures laid down by the Planning Act 2008 and the methods and scope of environmental assessment agreed with the Planning Inspectorate and statutory bodies. This ensures that the Project is developed in line with relevant policies and in the context of what government considers to be acceptable levels of change. In deciding applications for development consent, the SoS must have regard to the relevant National Policy Statements (NPS). A planning policy appraisal against the relevant NPSs is provided in the

Headline Issue	Matters Raised	National Grid regard to matters raised
		Planning Statement (document reference 5.6) submitted as part of this application for development consent.
	Suggest that underground cables are used for the entire Project	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and

Headline Issue	Matters Raised	National Grid regard to matters raised
		visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the

Headline Issue	Matters Raised	National Grid regard to matters raised
		underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.
	Suggest that the Project is routed offshore until Bradwell, then uses the existing pylons along the route	The Project responds to a need for network reinforcement from Norwich via Bramford to Tilbury and to the need to connect a number of customers on the Tendring peninsula. National Grid has considered alternative strategic proposals (including offshore proposals) in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) and in subsequent Strategic Option Backcheck and Review documents published in 2023 and 2024 (found on the Project website) and also in the Design Development reports (document reference 5.15 and for 2023 and 2024 on the project website). In respect of connecting at the old Bradwell power station there needs to be consideration of the onward transmission. There is an existing overhead line connection to the Bradwell B site. This has

Headline Issue	Matters Raised	National Grid regard to matters raised
		been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt however this onward connection via Rayleigh to Tilbury is also constrained by urban development and further designations and some sections may need to be rerouted if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell Peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and

Headline Issue	Matters Raised	National Grid regard to matters raised
		expected to be associated with greater environmental effects.
	Suggest that the Project should be offshore, that an offshore grid is used instead (including partial offshore option), including the addition of sea defences to protect from erosion and save servicing costs Suggest that power from the Project is received offshore and converted to HVDC prior to transmitting under the sea to Tilbury	The Government has set a target that by 2050 the UK will have net zero carbon emissions. In order to achieve this, and hit the targets along the way, such as connecting 40 GW of offshore wind by 2030, new infrastructure will be needed to deliver the increased energy production. This will include new overhead lines, underground cables, Cable Sealing End (CSE) compounds (where underground cables meet overhead lines) and substations. Offshore solutions were considered as part of our strategic proposal to upgrade the network in East Anglia. The Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) examines several strategic options that were considered for the Project that might achieve the required reinforcement including offshore and subsea options. These options were not taken forward as they did not fully address technical or physical/geographical constraints or enable the network to operate to the required standards. A subsea connection would have a third of the capacity of the proposed overhead line connection and therefore to transfer the anticipated levels of power generation, three subsea connections would be required including associated

Headline Issue	Matters Raised	National Grid regard to matters raised
		infrastructure such as convertor stations. This would make the connection significantly more costly to energy bill payers. In addition, an offshore option would still require development of onshore infrastructure. This would include onshore connections from Norwich, Bramford and Tilbury respectively to the coast. The onshore work is required to reinforce the existing onshore transmission network and ensure that National Grid can continue to operate the transmission network safely and securely with the increase of generation connecting into the East Anglia area. National Grid has continued to keep this under review both within the Design Development Reports (document reference 5.15 for the 2025 version or he Project website for earlier versions) and within the Strategic Options Backcheck and Review documents (document reference 7.17 and 7.19 for the 2023 version).
Economic / Employment impact	Feedback concerning negative impact on businesses and the economy	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue

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		to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application
Environmental impact	Feedback concerning negative impact on the environment and countryside including designated sites, SSSI, ancient woodland, and an RSPB reserve	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and

Headline Issue	Matters Raised	National Grid regard to matters raised
		where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.
	Suggest that areas other than the AONB should be protected / Criticism that only the AONB has been considered	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation in this section is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the Natural Beauty

Headline Issue	Matters Raised	National Grid regard to matters raised
		of the AONB. Our current proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Underground cabling is also proposed for short section for a 400 kV overhead line crossing near Fairstead and approximately 5 km from just north of the Lower Thames Crossing (LTC) through to Tilbury Substation. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback

Headline Issue	Matters Raised	National Grid regard to matters raised
		helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
Financial compensation	Feedback concerning negative impact on property value and request for adequate financial compensation for individuals	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as ‘injurious affection’ and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the

Headline Issue	Matters Raised	National Grid regard to matters raised
		loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
Health, Safety & Wellbeing	Feedback concerning potential negative impacts on mental health / health and wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable

Headline Issue	Matters Raised	National Grid regard to matters raised
		concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • Email us: contact@n-t.nationalgrid.com • Write to us: FREEPOST N TO T (No stamp or further address details are required)
	Feedback concerning health risks associated with overhead lines (e.g. electromagnetic fields, cancer, physical health risks)	The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. All the equipment which forms part of this Project, will be fully compliant with these polices, set to protect everyone. This will be fully and publicly documented in the Development Consent Order (DCO) submission.

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Heritage	Feedback concerning negative impact on heritage/ listed buildings and historical sites, including suggestions to route away from such sites	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
	Feedback concerning impacts to archaeology and sites of significance	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) and will identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic

Headline Issue	Matters Raised	National Grid regard to matters raised
		environment and refine the Project design further. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
PROW	Feedback concerning negative impact on PROWs	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.

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Tourism	Feedback relating to impact of the Project on tourism	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. This includes taking forward a preferred draft route alignment which included changes to reduce effects on sites important for tourism such as Bressingham Steam Museum and Gardens. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Potential impacts on leisure and tourism will be presented within a Socio-economics, Recreation and Tourism

Headline Issue	Matters Raised	National Grid regard to matters raised
		assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
Visual Impact	Feedback concerning negative impact on landscape / will be unsightly / visually intrusive (e.g. overhead lines, CSE compounds and substations)	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia

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		Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is

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		published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
Wildlife / Ecology impact	Feedback concerning negative impact on flora / plants / woodlands / hedgerows	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation.

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		The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment.

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		As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us
Request	Requests for: • further socioeconomic and environmental impact surveys to be carried out • thoughts, comments or support on costs / damage incurred through impact surveys undertaken • information relating to the current design of the 50m high 400kV steel lattice towers and the dimensions of the associated concrete base • further information on plans for aviation safety, including a list of all airfields being considered and digital route maps • an update on the proposed pylon route and visualisations • comment on the Moroccan cable under sea to the UK	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The assessment will be informed by a suite of field surveys and desk studies and results will be presented in an Environmental Statement (ES) that will accompany the application for development consent. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation of the Project and will recommend appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion received in December 2022. This provided the opportunity for statutory bodies to

Headline Issue	Matters Raised	National Grid regard to matters raised
	• representatives from National Grid and / or a Government Minister visit pylon site and Project locations • National Grid to respond to queries, contact stakeholders, organise meetings and provide a point of contact for local campaign groups • deep and meaningful engagement about ESO proposals before commencing the statutory consultation	comment on the scope of the EIA which included our approach on Study Areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) following the Scoping Opinion to ensure a robust baseline assessment. As part of the DCO process, we are required to prepare and publish preliminary environmental information referred to as the 'Preliminary Environmental Information Report' (PEIR) during the 'statutory consultation' period. The PEIR will provide details on the current potential effects of the Project and proposed mitigation measures. The statutory consultation period is expected to be held mid-2024 and during this we will welcome comments from stakeholders on the information presented in the PEIR (including our approach on data collection and baseline conditions).
Question	Queries regarding: • whether the online satellite map will be the actual route or if this route could deviate • when the decision process will be complete and request that no final decisions are made without openly considering all options set out in the	Specific queries regarding various aspects of the information available or informing of the sources for other matters not specifically within National Grid's control were responded to by the Project communications team. Requests relating to costs were directed to the Strategic Options Backcheck and Review reports and matters relating to alternative forms of

Headline Issue	Matters Raised	National Grid regard to matters raised
	ESO, involving the public in the process • the Labour Party's stance on the project • whether the increased cost for offshore / undergrounding could be split by the houses that make up 37% of the usage of electrical power • whether the costs have been independently assessed • the height of the voltage power lines across woodlands, whether they would need clear felling and if there will be damage • the location of the connecting substations around the Norwich Main Substation and what routes they will use across Norfolk • whether delays and wind curtailment costs have been considered • how the proposed increase power flows arriving at Walpole move further south • whether the proposed overhead line will have fibre optic within the conductors, and if National Grid will be selling rental space • if National Grid Ventures had been given the anticipatory money to 'expand at pace, ahead of need' from Ofgem	connection, the design rationale and design detail were directed to the Design Development Reports.

Headline Issue	Matters Raised	National Grid regard to matters raised
	• the use of T-pylons and if there could be an additional line of power in the top of the diamond. Suggest that National Grid could hang four/ five lines per side instead of three • why the existing route from Norwich to Ipswich could not be used in parallel, as has happened elsewhere	
Technology and Operations	Feedback criticising the use of overhead lines / pylons as they are an outdated / inefficient technology (e.g. susceptible to faults) Feedback criticising that additional connections to windfarms will be needed Feedback concerning that overhead lines are vulnerable to extreme weather events and malicious activities (e.g. terrorism / warfare / sabotage) Feedback criticising the materials used for Project and the suppliers chosen for HVDC systems (including steel production and contribution to pollution and global warming) Feedback concerning the noise impacts from overhead lines Feedback opposing an offshore solution if the Project was to change Feedback supportive of use of overhead lines / pylons	Specific queries regarding various aspects related to the design of the required reinforcement, the technology choices and strategic alternatives were responded to by the Project team. Requests relating to the design rationale and design detail and were directed to the Design Development Reports and other environmental effect queries directed to the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.
Needs case	Feedback opposing the Project generally	National Grid has a statutory duty to facilitate new connections and maintain a

Headline Issue	Matters Raised	National Grid regard to matters raised
		safe National Electricity Transmission System (NETS). The Project would facilitate the connection agreements that are in place with two offshore wind farm projects and an interconnector project based on their connection into a new East Anglia Connection Node (EACN) substation. The Project will also reinforce the local transmission network which currently does not have the capacity needed to reliably and securely transport all the energy that is likely to be connected in the future – driven by the Government's plan to increase offshore wind from the current 8.5 GW to 50 GW by 2030 to meet the increased demand. The needs case is reviewed at each critical stage of the Project and without a robust demonstrable need the Project would be revised or fall away. Currently the contracted generation supported by Future Energy Scenarios (FES) show a clear need for the Project.
	Feedback criticising that there is no long-term Project strategy / National Grid is only thinking short term with the Project	National Grid undertakes its activities within the scope of its Transmission Licence and as regulated by OFGEM. That defines the focus of the Project being on responding to identified need rather than responding to speculative aspiration. In defining the need this does look to the future based on connection agreement dates but again is based on firm commitments rather than speculation and aspiration.

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Project Finance / Costs	Feedback criticising the costings provided for different options by National Grid for the consultation and request for transparent costings, including for the offshore grid option	Construction costs are included in the overall estimated costs of each strategic option. This is set out in the Strategic Options Backcheck and Review (SOBR) document. This document is updated periodically and takes account any new cost or technology information, for instance along with any other changes in the planning and regulatory framework. Where the cost of more minor elements of each strategic option are unlikely to distinguish between options, these are not necessarily included.
	Request for a breakdown of the costs for the Project including costs for consultation, all infrastructure, whether compensation has been included, and how National Grid arrived at the published figure of £793m	The Strategic options backcheck and review provides the background to the cost breakdown as well as the comparative costs between options on a consistent basis. The costs will continue to evolve and be updated as the project develops
	Feedback criticising that too much weight has been given to keeping the cost of the Project low / National Grid has chosen the cheapest option Feedback criticising the use of financial compensation to go ahead with the Project	Cost is one of the factors that needs to be considered in making decisions on the Project as guided by our duties under the Electricity Act 1989. The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances. However, the Government is aware that overhead lines may not be appropriate in particularly sensitive areas. The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting). Its aim is

Headline Issue	Matters Raised	National Grid regard to matters raised
		to ensure that decisions regarding the scheme design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid statutory duties and obligations are selected as the preferred option or options. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. The consideration of cost within the decision-making process is therefore one of our statutory duties and is not something that we could make representation to the Office of Gas and Electricity Markets (Ofgem) to waive.
Project History	Suggest that National Grid needs to ensure that the Project is sustainable for future generations	The Project is one of several essential network reinforcements needed to deliver on the UK's Net Zero target – without it, cleaner, greener energy generated offshore would not be able to be transported to homes and businesses across the country. To meet the predicted doubling in electricity demand by 2050 and the Government's 2050 Net Zero

Headline Issue	Matters Raised	National Grid regard to matters raised
		target, the Government's Energy White Paper (EWP), whilst not planning for a specific technology solution, predicts that 'a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar' but also complementing intermittent renewables with technologies including nuclear. This mix of energy production is considered to provide a more sustainable approach in line with the United Nations (UN) Sustainable Development Goals and would be facilitated by this Project.

7. Preparation for Statutory Consultation

7.1 Introduction

7.1.1 This chapter describes the process undertaken to develop the Statement of Community Consultation (SoCC), including consultation on the draft SoCC, and how the SoCC was publicised. **Chapter 8** of this report provides details of the statutory consultation and **Table 8.4** of this report demonstrates how National Grid carried out consultation in accordance with the SoCC.

7.2 Developing the SoCC

7.2.1 Section 47 of the Planning Act (PA) 2008 requires developers to publish a SoCC that sets out how the Applicant proposes to consult people who may be impacted by the Project.

7.2.2 National Grid refined the engagement strategy and the SoCC alongside productive dialogue with the host local planning authorities (LPAs), which included both informal and formal consultation on the draft document.

7.2.3 **Appendix E** of this report contains information on how the approach to statutory consultation evolved from the informal (**Appendix E** of this report) and formal (**Appendix E** of this report) draft SoCCs, through to the formal SoCC (**Appendix E** of this report).

7.2.4 The final published SoCC is provided in **Appendix E** of this report and the Section 47 notice is in **Appendix H** of this report.

7.3 Consulting Local Planning Authorities on the SoCC

7.3.1 To support the preparation of the SoCC, National Grid consulted, under Section 47(2) of the PA 2008, with each of the host LPAs identified pursuant to Section 43(1) of the PA 2008, about the proposed content of the SoCC.

7.3.2 The following 13 host LPAs were consulted with on the SoCC:

- Babergh District Council;
- Basildon Borough Council;
- Braintree District Council;
- Brentwood Borough Council;
- Chelmsford City Council;
- Colchester City Council;
- Essex County Council;

- Mid Suffolk District Council;
- Norfolk County Council;
- South Norfolk Council;
- Suffolk County Council;
- Tendring District Council; and
- Thurrock Council.

Informal Consultation

7.3.3 Prior to formal consultation under Section 42(2), substantial engagement was held with the LPAs to ensure a productive and collaborative approach was taken to planning the statutory consultation.

7.3.4 The host LPAs were given a presentation on the draft SoCC on 23 November 2023, to give officers early sight of the consultation strategy.

7.3.5 An early draft SoCC (December 2023) was shared with host LPAs on 1 December 2023. Officers were invited to review and comment on the draft SoCC during an 'informal' 35 day consultation period, between 2 December 2023 until 5 January 2024.

7.3.6 Eight host authorities responded with comments (with Mid Suffolk and Babergh District Councils submitting a joint response). The host authorities that responded were:

- Babergh District Council;
- Brentwood Borough Council;
- Chelmsford City Council;
- Colchester City Council;
- Mid Suffolk District Council;
- Norfolk County Council;
- South Norfolk Council; and
- Suffolk County Council.

7.3.7 Amongst the comments received, there was feedback from Brentwood Borough Council about the timing of the consultation and concerns about coinciding with the local elections in Spring/Summer 2024. Other comments related to the availability of the consultation materials and the need to make them available in libraries to increase capacity and reach a wider public audience. There were also additional requests for information events to run in Mid Suffolk and South Norfolk.

7.3.8 All comments were considered and changes to the initial draft of the SoCC were made. These amendments were recorded in a document titled 'Regard had to informal comments on proposed SoCC' (provided at **Appendix E4** of this report).

Formal Consultation

7.3.9 Following the informal engagement and consultation on the early draft SoCC (December 2023), the LPAs were sent a formal consultation notification on the 1 March 2024.

7.3.10 In accordance with Section 47(2) of the PA 2008, formal consultation on an updated draft SoCC (March 2024) took place between 2 March 2024 and 2 April 2024. Officers were invited to review and comment on the draft SoCC during the 'formal' 32 day consultation period.

7.3.11 The draft SoCC (March 2024) reflected the changes incorporated following informal consultation on the early draft SoCC (December 2023).

7.3.12 11 host LPAs responded with comments on the draft SoCC (with Mid Suffolk and Babergh District Councils submitting a joint response). The host LPAs that responded were:

- Babergh District Council;
- Basildon Borough Council;
- Braintree District Council;
- Brentwood Borough Council;
- Chelmsford City Council;
- Colchester City Council;
- Essex County Council;
- Mid Suffolk District Council;
- Norfolk County Council;
- Tendring District Council; and
- Thurrock Council.

7.3.13 South Norfolk Council and Suffolk County Council did not respond to the formal SoCC consultation however did provide feedback to the informal SoCC consultation. Further details can be found in **Section 7.3.3** of this report.

7.3.14 Amongst the comments received, there was feedback to:

- Ensure that the interactive mapping system is user-friendly, allowing postcode input for relevant information and provide detailed clear maps;
- Provide opportunities for meaningful interaction with National Grid online or via telephone, allowing residents to submit queries and receive responses; and
- Include where to find documents online, and clearly state locations and timings of community events with ample notice as well as a printable format of the questionnaire for public to send feedback by post.

7.3.15 All comments were considered, and several changes were made to the draft SoCC (such as providing additional information about National Grid and National Policy

Statements and increasing social media and press release scope. These amendments were captured in a document titled ‘Regard had to formal comments on proposed SoCC’ (provided at **Appendix E8** of this report).

7.4 Publication of the SoCC

7.4.1 In accordance with Section 47(6)(za) of the PA 2008, the SoCC was made available for inspection by the public in a way that is reasonably convenient for people likely to be impacted by the proposals. The SoCC was available for inspection:

- On the Project website for the start of consultation on 10 April 2024;
- As reference copies at the inspection points (as consulted and agreed with local authorities) along the route and at public information events as detailed in **Table 7.1** below; and
- As a printed or alternative format copy upon request

Table 7.1 Summary of Inspection Points and Public Information Events Where Printed Copies of the SoCC Were Available

Location		
Inspection points listed in the SoCC		
Long Stratton Library	Norwich Library	Prettygate Library
Tuckswood Library	Diss Library	Wivenhoe Library
Stowmarket Library	Capel St Mary Library	Stanway Library
Coggeshall Library	Chelmsford Central Library	Greenstead Library
Colchester Library	Tilbury Library	
Additional inspection points		
Manningtree Library	Basildon Library	Hatfield Peverel Library
Witham Library	Brentwood Library	Brentwood Town Council
Chadwell Library	Ingatestone Library	Writtle Library
Ipswich Library	East Tilbury Hub and Library	
Public information events		
Towngate Theatre	The Brentwood Centre	Chelmsford City Racecourse
Gislingham Village Hall	Copdock Village Hall	Needham Market Community Centre
Lawford Venture Centre 2000	The Civic Hall	Thorpe Hall
Tibenham Community Hall	Witham Public Hall	Diss Town Football Club

Location	
Langham Community Centre	Great Bromley Village Hall

7.4.2 The SoCC Section 47 notice was published in three local newspapers with a circulation area within the PCZ and SCZ, in accordance with Section 47(6)(a) of the PA 2008. It was also published in a national newspaper and the London Gazette. **Table 7.2** below summaries the newspapers in which the SoCC notice was published and the dates on which it was published.

Table 7.2 Newspapers Circulating in the Vicinity of the Proposed Development where the SoCC Section 47 Notice was Published

Newspaper	Dates
East Anglian Daily Times	10 April 2024
Eastern Daily Press	10 April 2024
London Gazette	10 April 2024
The Guardian	17 April 2024.
Essex Chronicle	11 April 2024

7.4.3 **Appendix H** of this report includes copies of the newspaper's notices published which explained the project proposal, dates for the consultation, how feedback could be provided and details of locations where materials could be found, including on the Project website and at inspection points.

7.4.4 The Project has therefore complied with all of the enacted requirements of Section 47(6).

8. Statutory Consultation

8.1 Introduction

8.1.1 This chapter outlines the work undertaken by National Grid after the non-statutory consultation and introduces how requirements contained in Section 42 to Section 48 of the Planning Act (PA) 2008 were met. The purpose of this chapter is to provide detailed information about how the consultation was compliant with the Statement of Community Consultation (SoCC), the approach taken, and documents produced.

- **Section 8.2 Statutory Consultation Approach** of this chapter: outlines the approach taken for statutory consultation including a summary of activities conducted;
- **Section 8.3 What National Grid Consulted on** of this chapter**:** contains a summary of the proposals consulted on;
- **Section 8.4 Consulting Prescribed Consultees Under Section 42(1)(a)** of this chapter**:** contains a summary of how Section 42(1)(a) prescribed consultees were identified and consulted;
- **Section 8.5 Consulting Prescribed Consultees Under Sections 42(1)(b) and Section 43** of this chapter**:** contains a summary of the Section 42(1)(b) prescribed consultees were identified and consulted;
- **Section 8.6 Consulting Prescribed Consultees Under Sections 42(1)(c)** of this chapter**:** contains a summary of why Section 42(1)(c) prescribed consultees were not consulted;
- **Section 8.7 Consulting PILs Under Section 42(1)(d) and Section 44** of this chapter**:** contains a summary of how persons with an interest in land (PILs) were consulted;
- **Section 8.8 Notifying the Secretary of State Under Section 46** of this chapter**:** contains a summary of the process for notifying the Secretary of State for Energy Security and Net Zero (SoS) and supporting information and correspondence;
- **Section 8.9 Consulting the Local Community Under Section 47** of this chapter**:** sets out how National Grid has complied with its duty to consult;
- **Section 8.10 Adhering to the Commitments in the SoCC** of this chapter**:** sets out how National Grid carried out the commitments made in the SoCC;
- **Section 8.11 Publicising Pursuant to Section 48** of this chapter**:** sets out how National Grid has complied with Section 48 requirements;
- **Section 8.12 Making Information Available and Enquiry Channels** of this chapter**:** contains a summary of where project documentation was made available and contact information; and

- **Section 8.13 Engaging Seldom Heard Groups and key stakeholders** of this chapter**:** contains a summary of the engagement held with seldom heard groups and other key stakeholders.

8.2 Statutory Consultation Approach

8.2.1 National Grid held a statutory consultation between 10 April 2024 and 26 July 2024. The consultation period was extended for an additional five weeks, and five webinars were rescheduled to allow time for the public to provide feedback after the General Election period.

8.2.2 The statutory consultation was open to anyone who was interested in the Project. National Grid welcomed all views and has had regard to all comments and feedback when developing the design.

8.2.3 Under Section 47 of the PA 2008, National Grid has a duty to consult the local community. The SoCC detailed the approach to consultation. Two consultation zones were developed to assist engagement with the local community. These used the same buffers as the non-statutory consultation. The Primary Consultation Zone (PCZ) extended 1 km from the draft Order Limits and the Secondary Consultation Zone (SCZ) extended to at least 5 km from the draft Order Limits (and included the PCZ).

8.2.4 In addition to the local community, National Grid consulted with prescribed bodies and local authorities under Section 42(1)(a), (b) and (c) of the PA 2008. PILs, under Section 42(1)(d) and Section 44 were also consulted with and details are provided in **Appendix F** of this report.

8.3 What National Grid Consulted on

8.3.1 The statutory consultation sought views and feedback on the proposed Project both taken as a whole and its elements including:

- The preferred draft alignment for a new 400 kV electricity transmission connection of around 184 km running from Norwich Main Substation to Tilbury Substation via Bramford Substation including approximately 159 km of new overhead line and approximately 25 km of underground cabling;
- Six new Cable Sealing End (CSE) compounds (where high-voltage underground cables join onto an overhead line) and associated permanent accesses;
- A new East Anglia Connection Node (EACN) substation, which would connect clean energy from offshore wind generation to the energy network so the energy can reach homes and businesses where it's needed;
- An alternative design at Waveney Valley, substituting approximately 2 km of pylons with underground cabling;
- Substation extension works at the existing Norwich Main, and Bramford substations and works within the existing Tilbury Substation; and
- Temporary works including access roads, tracks, compounds and associated with the project's construction.

8.3.2 National Grid also consulted on the preliminary findings from our environmental studies and assessments as well as proposed mitigation for any potential impacts to the local environment, including animal habitats and the local landscape.

8.4 Consulting Prescribed Consultees Under Section 42(1)(a)

8.4.1 Section 42(1)(a) of the PA 2008 requires Applicants to consult with all applicable 'prescribed' bodies. Persons prescribed under Section 42(1)(a) are listed in column 1 of Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (the "APFP Regulations").

8.4.2 In April 2024, The Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 detailed amendments to Schedule 1. Transitional provisions in those regulations stated:

'The amendments in regulation 2 do not apply to any proposed application for an order granting development consent where the Applicant has started to consult under Section 42 of the Act before 30th April 2024.'

8.4.3 The statutory consultation commenced on 10 April 2024 and therefore the amendments to Schedule 1 detailed in Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 did not apply.

8.4.4 Nonetheless, the 2024 amendments were followed in full. The additional applicable prescribed body consulted in line with the April 2024 amendments was the East of England Ambulance Service.

8.4.5 A summary of compliance with Section 42(1)(a) of the PA 2008 is detailed in **Table 4.4** of this report.

8.4.6 A full list of the bodies consulted under Section 42(1)(a), as identified through Schedule 1 of the 2019 and 2024 APFP Regulations can be found at **Appendix F** of this report.

8.4.7 Section 42(1)(aa) requires consultation with the Marine Management Organisation (MMO). Although the application does not affect waters in or adjacent to England up to the seaward limits of the territorial sea, National Grid consulted the MMO under Section 42(1)(a) of the Planning Act 2008 on a precautionary basis as the organisation was identified in the Scoping Opinion.

8.4.8 On 10 April 2024 a consultation letter was sent to the Section 42(1)(a) consultees (see **Appendix F** of this report). Along with the letter, consultees were also sent a copy of the project community newsletter (see **Appendix I** of this report) and Section 48 notice (see **Appendix H** of this report).

8.4.9 An email containing the letter and Section 48 notice was also sent to the Section 42(1)(a) consultees on the 10 April 2024 (see **Appendix F** of this report).

8.4.10 As detailed in **Section 3.4.1**, the consultation was extended by five weeks. A letter detailing the extension, including the new consultation deadline was sent to the Section 42(1)(a) consultees on 5 June 2024 (see **Appendix F** of this report). Along with the letter, consultees were also sent a copy of the updated Section 48 notice (see **Appendix H** of this report).

8.4.11 An email containing the letter and Section 48 notice was also sent on the 5 June 2024 (see **Appendix F** of this report).

8.4.12 As detailed in **Section 8.4.2** of this report, in April 2024 an updated list of persons prescribed under Section 42(1)(a) was published. The 2024 statutory consultation for Norwich to Tilbury project had already commenced when this list was introduced, nonetheless, the 2024 amendments were followed in full.

8.4.13 On a precautionary basis, a letter (see **Appendix F** of this report) was sent on the 26 June 2024 to the East of England ambulance service as a newly identified stakeholder.

8.4.14 A full list of the bodies consulted under Section 42(1)(a), as identified through Schedule 1 of the 2019 and 2024 APFP Regulations can be found at **Appendix F** of this report.

8.4.15 The responses from Section 42(1)(a) consultees responses have been analysed and headline issues are presented in **Chapter 9** of this report.

8.5 Consulting Prescribed Consultees Under Section 42(1)(b) and Section 43

8.5.1 Section 42(1)(b) requires that each local authority (LPA) within Section 43 must be consulted. These are:

- A LPA is within this section if the land is in the authority's area;
- A LPA A") is within this section if: (a) the land is in the area of another LPA("B"), (aa) B is a unitary council or a lower-tier district council, and (b) any part of the boundary of A's area is also a part of the boundary of B's area; and
- If the land is in the area of an upper-tier county council ("C"), a LPA ("D") is within this section if: (a) D is not a lower-tier district council, and (b) any part of the boundary of D's area is also part of the boundary of C's area.

8.5.2 Section 42(1)(b) LPA are listed in **Table 8.1** in this report, **Appendix F** in this report and

8.5.3 **Figure** 8.1 in this report shows the Section 42(1)(b) LPAs on a map.

8.5.4 On 10 April 2024 a consultation letter was sent to Section 42(1)(b) consultees (see **Appendix F** of this report). Along with the letter, consultees were also sent a copy of the project community newsletter (see **Appendix I** of this report) and Section 48 notice (see **Appendix H** of this report).

8.5.5 An email containing the letter and Section 48 notice was also sent to the Section 42(1)(b) consultees on the 10 April 2024 (see **Appendix F** of this report).

8.5.6 As detailed in **Section 3.4.1,** the consultation was extended by five weeks. A letter detailing the extension, including the new consultation deadline was sent to the Section 42(1)(b) consultees on 5 June 2024 (see **Appendix F** of this report). Along with the letter, consultees were also sent a copy of the updated Section 48 notice (see **Appendix H** of this report).

8.5.7 An email containing the letter and Section 48 notice was also sent on the 5 June 2024 (see **Appendix F** of this report).

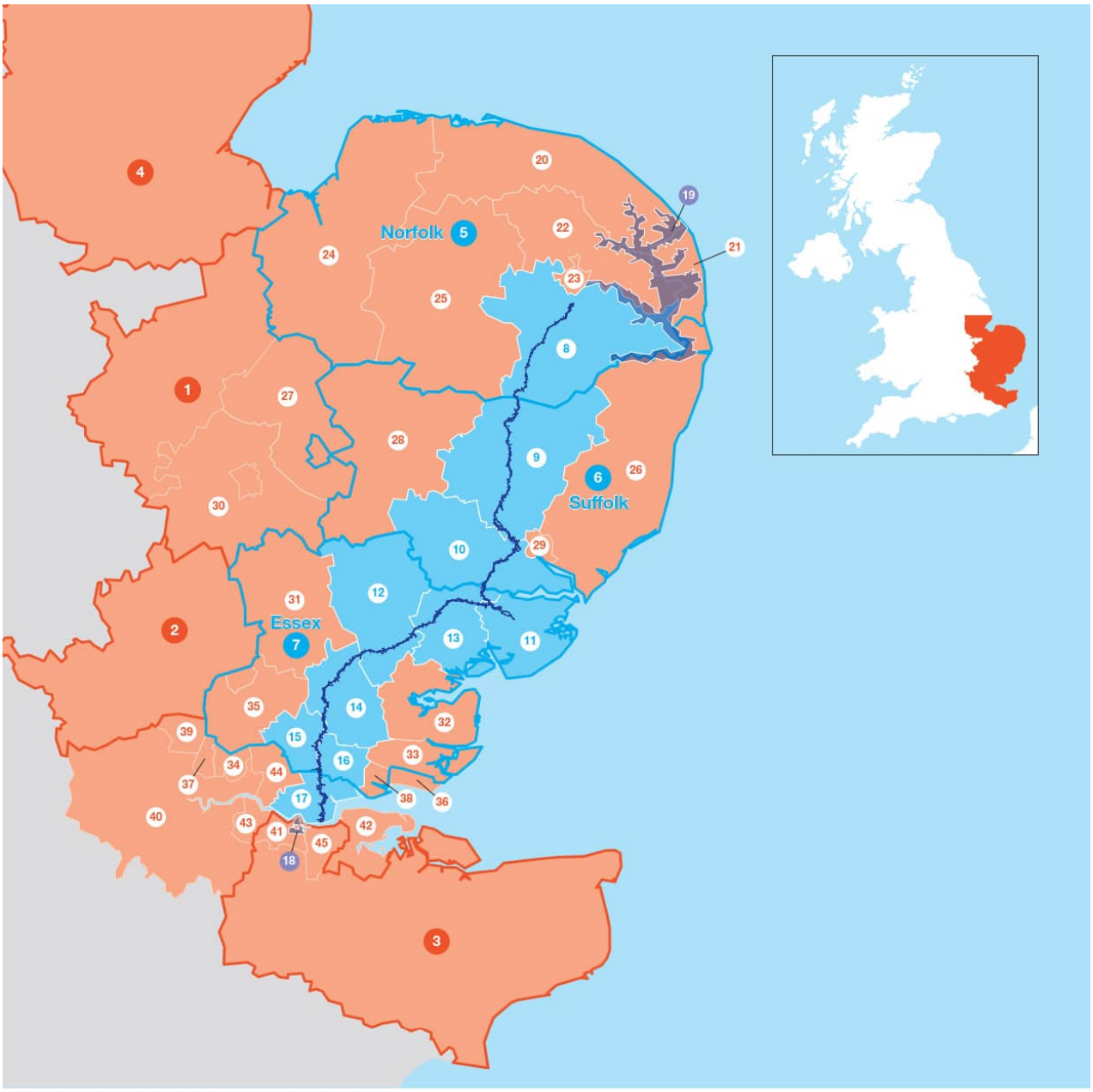
8.5.8 The responses from Section 42(1)(b) consultees have been analysed and headline issues are presented in **Chapter 9** of this report.

Table 8.1 Section 42(1)(b) Local Authorities

Type	Local Authority	
"A" Section 43 consultees (lower-tier local authority, national park, London borough, etc. that shared a boundary with a "B" (host) authority)	The Broads Authority (National Park)	London Borough of Bexley
	Greater London Authority	Breckland Council
	London Borough of Havering	East Suffolk Council
	London Borough of Redbridge	West Suffolk Council
	Enfield London Borough Council	Norwich City Council
	London Borough of Waltham Forest	The Broads Authority
	Ebbsfleet Development Corporation	North Norfolk District Council
	Epping Forest District Council	East Cambridgeshire District
	South Cambridgeshire District	Ipswich Borough Council
	Gravesham Borough Council	Medway Council
	Great Yarmouth Borough Council	Maldon District Council
	Southend on Sea Borough Council	Rochford District Council
	Castle Point Borough Council	Norwich City Council

Type	Local Authority	
	Broadland District Council	Uttlesford District Council
	King's Lynn and West Norfolk	Dartford Borough Council
“B” Section 43 consultees (a lower-tier district council or a Unitary Council who is a host authority for the development and any associated development)	South Norfolk Council	Chelmsford City Council
	Mid Suffolk District Council	Thurrock Council
	Babergh District Council	Brentwood Borough Council
	Colchester City Council	Basildon Borough Council
	Tendring District Council	Braintree District Council
“C” Section 43 consultees (an upper-tier County Council who is a host authority)	Essex County Council	Suffolk County Council
	Norfolk County Council	
“D” Section 43 consultees (an authority which is not a lower-tier district council - e.g – a National park authority of a London borough – and which shared a boundary with a “C” authority)	Cambridgeshire County Council	Hertfordshire County Council
	Lincolnshire County Council	Kent County Council

Figure 8.1 Map of Section 42(1)(b) Local Authorities



Key

— **Project route**

"D" Section 43 consultees (an authority which is not a lower-tier district council e.g – a National park authority of a London borough – and which shared a boundary with a "C" authority)

1. Cambridgeshire County Council
2. Hertfordshire County Council
3. Kent County Council
4. Lincolnshire County Council

"C" Section 43 consultees (an upper-tier County Council who is a host authority)

5. Norfolk County Council
6. Suffolk County Council
7. Essex County Council

"B" Section 43 consultees (a lower-tier district council or a Unitary Council who is a host authority for the development and any associated development)

8. South Norfolk and Broadland District Council
9. Mid Suffolk District Council
10. Babergh District Council
11. Tendring District Council
12. Braintree District Council
13. Colchester City Council
14. Chelmsford City Council
15. Brentwood Borough Council
16. Basildon Borough Council
17. Thurrock Council

"A" Section 43 consultees (lower-tier local authority, national park, London borough, etc. that shared a boundary with a "B" (host) authority)

18. Ebbsfleet Development Corporation
19. The Broads Authority
20. North Norfolk District Council
21. Great Yarmouth Borough Council
22. Broadland District Council
23. Norwich City Council
24. King's Lynn and West Norfolk
25. Breckland Council
26. East Suffolk Council
27. East Cambridgeshire District
28. West Suffolk Council
29. Ipswich Borough Council
30. South Cambridgeshire District
31. Uttlesford District Council
22. Maldon District Council
23. Rochford District Council
24. London Borough of Redbridge
35. Epping Forest District Council
36. Southend on Sea Borough Council
37. London Borough of Waltham Forest
38. Castle Point Borough Council
39. Enfield London Borough Council
40. Greater London Authority
41. Dartford Borough Council
42. Medway Council
43. London Borough of Bexley
44. London Borough of Havering
45. Gravesham Borough Council

8.6 Consulting Prescribed Consultees Under Section 42(1)(c)

8.6.1 Section 42(1)(c) requires consultation with the Greater London Authority (GLA) if the land is in Greater London.

8.6.2 The project is not within the GLA area and did not require consultation with the Section 42(1)(c) consultee. Nonetheless, the GLA was consulted in any case under Section 42(1)(b) on a precautionary basis.

8.7 Consulting PILs Under Section 42(1)(d) and Section 44

8.7.1 Section 42(1)(d) and Section 44 of the PA 2008 sets out how a project must consult with PILs, i.e. those who own, occupy, have an interest in, or are able to make certain claims for compensation in respect of, land affected by a project. Under Section 44, PILs are split into three categories:

- **Category 1**: Where the Applicant, after making diligent inquiry, knows that the person is an owner, lessee, tenant (whatever the tenancy period) or occupier of the land;
- **Category 2**: Where the Applicant, after making diligent inquiry, knows that the person is interested in the land, or has power to sell and convey the land, or to release the land;
- **Category 3**: Where the Applicant thinks that, if the order sought by the proposed application were to be made and fully implemented, the person would or might be entitled to make a relevant claim:
  - As a result of the implementing of the order;
  - As a result of the order having been implemented; or
  - As a result of use of the land once the order has been implemented.

8.7.2 A summary of the number of PILs consulted and how many fell into each category is shown in Table 8.2 of this report. The total number of letters sent to individual PILs is different to the total across the categories because where individual PILs fall under more than one category, they were only sent one letter. National Grid employed external land agents (Fisher German) to engage with landowners which has taken place throughout development of the Project and will continue to be done with the affected landowners directly or with their professional representative.

8.7.3 Fisher German and TerraQuest have been employed to assist in carrying out diligent inquiry to identify and consult with those with an interest in the affected land. Desktop referencing was undertaken through extraction of Land Registry data, requests for land interest information from landowners and other desktop activities to identify open spaces and rights of way.

8.7.4 The land interest questionnaires (LIQs) were posted to all parties identified as having an interest in the affected land to confirm their interest and request further information. The LIQs requested information about a recipient's own interests, associated third party interests and the spatial extent of the property. Included with the questionnaires were individual plans showing the extent of land ownership boundaries.

8.7.5 Site referencing was undertaken through site visits to understand the occupation details for properties (ownership, leases, tenants or occupiers) in addition to confirming details which had been gathered through desktop methods.

Land Referencing

8.7.6 Where land ownership information could not be ascertained through desktop or site referencing methods, the land referencing team erected notices on site requesting information. The notice showed the land ownership boundary in question and provided details of how to contact the land referencing team with any relevant information. These notices were checked regularly until the end of the consultation period (26 July 2024). More information about the land referencing methodology can be found in **Appendix J**.

8.7.7 To identify Category 3 parties associated with Part 1 claims ahead of the Section 42 consultation, technical specialists involved in preparing the EIA advised on the anticipated impacts of relevant environmental factors to inform where properties might have an adverse effect as a result of the operation of the project to check that those with a potential claim were included. At the point of statutory consultation, environmental assessments were still ongoing. Therefore, a precautionary approach was used to include all properties in the proximity of potential important noise effects based on previous project experience. More information about the land referencing methodology can be found in **Appendix J**.

8.7.8 Where a PIL had contacted National Grid to advise they are to be represented by a land agent, their land agent was advised by email that the LIQ was recently issued to their client(s) and if requested provided with a copy of the LIQ document. Land Agents were contacted to discuss the LIQ and request it be completed and returned unless their client had already provided the information.

8.7.9 Due to the length of the route, National Grid anticipated that the volumes of PILs written to was likely to alter due to many factors, including properties being bought or sold, notifications of deceased owners, and historic Land Registry records. Return to Senders at times resulted in an Unregistered Land Notice being erected on site rather than a new letter being sent. Additional land interests also came to light through the life of the project through return of LIQs. National Grid made all efforts to ensure that new data was captured through each mailout to keep the contact lists as accurate as possible. **Table 8.3** of the report includes issues that National Grid encountered during the PILs mailout and the resolutions.

8.7.10 A consultation letter was sent to Section 42(1)(d) and Section 44 consultees. A copy of the letter and a list of Section 42(1)(d) consultees can be found in **Appendix G**.

8.7.11 5,016 PILs were written to (informing them of the consultation) in letters posted week commencing 8 April 2024.

8.7.12 As new PILs were identified, they were written to:

- 24 letters were issued during the week commencing 6 May 2024;
- 192 letters were issued during the week commencing 13 May 2024; and
- 10 letters were issued week commencing 20 May 2024.

8.7.13 As detailed in **Section 3.4.1**, the consultation was extended by five weeks. A letter detailing the extension, including the new consultation deadline was sent to the Section 42(1)(d) and Section 44 consultees. A copy of the letter and a list of Section 42(1)(d) consultees can be found in **Appendix G**.

8.7.14 5,108 PILs were written to (informing them of the extended consultation deadline) in letters posted week commencing 10 June 2024.

8.7.15 As new PILs were identified, they were written to:

- 75 letters were issued during the week commencing 17 June 2024; and
- 7 letters were issued during the week commencing 24 June 2024.

8.7.16 The total number of letters issued for the second mailout is different to the initial mailout due to some unidentified PILs being issued a site notice instead of a letter. The difference in volume of PILs written to was likely affected by one or all of the following factors including properties being bought or sold, notifications of deceased owners and historic Land Registry records.

Table 8.2 Number of PILs Consulted

Date (w/c)	Category 1	Category 2	Category 3	Statutory Undertaker	Letters sent to Individual PILs*
Consultation Launch					
8 April 2024	2,293	908	4,361	12	5,016
6 May 2024	16	0	21	0	24
13 May 2024	74	72	149	0	192
20 May 2024	1	3	10	1	10
Totals	2,384	983	4,541	13	5,242
The consultation was extended by a period of five weeks as detailed in Section 3.4.1 and newspaper adverts were republished with the new consultation deadline					
10 June 2024	2,314	944	4,433	11	5,108
17 June 2024	33	16	65	1	75
24 June 2024	3	1	7	1	7
Totals	2,350	961	4,505	13	5,190

**The number of letters sent are lower than the total of PILs in each row as some PILs had an interest in more than one Category of land. Where this was the case, PILs were only sent one letter that covered all interests.*

Table 8.3 Issues and Resolutions with PILs Mailout

Issues encountered with mailout	Resolution
Royal Mail were unable to confirm the delivery status of 1,644 letters from the first mailout (week commencing 8 April 2024)	These letters were re-printed and re-issued through Yodel.
Letters were reported by the mailing service (Royal Mail or Yodel) as being delivered to neighbours	To ensure letters were re-delivered to the correct addresses, where practicable, letters were hand-delivered to addresses. Where not practicable, an alternative method was used by either a site notice or owner/occupier letter.
A batch of 31 letters was reported by the mailing service (Yodel) as water damaged and could not be delivered	Letters in this batch were re-printed and re-issued.
A batch of letters (across three postcodes in Diss) showed inaccurate proof of delivery photos so it was not clear whether letters in area were successfully delivered	Letters to the affected area were re-printed and re-issued.
Yodel could not deliver to six PO Boxes	Two letters were originally marked as delivered but were later recorded as 'Return to Sender'- see below for resolution. Three letters were hand-delivered to new addresses. One letter was no longer required following a Title Refresh.
Yodel could not deliver to a home with a locked entrance gate	The letter was re-printed and sent through Royal Mail Special Delivery.
It was reported (by the landowner) that 16 letters intended for their street were delivered to one house	The landowner was contacted to determine whether letters had been successfully delivered to street and the landowner confirmed they had distributed letters to the street.
Returns to sender received through National Grid London office	Addresses checked and letters re-issued (see Appendix G of this report).
Some areas had missing tracking information suspected due to poor signal, or where proof of delivery photographic evidence was unclear	Spot-check phone calls were conducted to evidence receipt/ identify issues in affected areas.
Four letters were marked as 'delivered' in original tracking information (including two letters from above that couldn't be delivered to PO boxes). The proof of delivery was later recorded as 'Return to Sender'. after the consultation period had finished.	Four PILs were Category 1 or Category 2 PILs, which were written to on 18 June 2025 with a Section 42 notice as part of the targeted consultation exercise.

8.7.17 Consultation responses from Section 42(1)(d) PILs were analysed and headline issues are presented in **Chapter 9** of this report.

8.8 Notifying the Secretary of State Under Section 46

8.8.1 Section 46 of the PA 2008 requires an Applicant to notify the SoS of the proposed application for development consent. This must be done on, or before, the commencement of the statutory consultation under Section 42, and the SoS must be supplied with the same information as is proposed to be used for the Section 42 consultation.

8.8.2 On 8 April 2024, National Grid notified the Planning Inspectorate (PINs) under Section 46 of the PA 2008 of the upcoming statutory consultation by email, formatted as a letter. Enclosed with the email (see **Appendix D** of this report) was the following information:

- Letters sent to Section 42 consultees;
- Section 48 notice; and
- Consultation feedback questionnaire.

8.8.3 Formal acknowledgement of the receipt of the Section 46 letter was issued by email to National Grid on 9 April 2024, as published on the PINs website (see **Appendix D** of this report).

8.8.4 Information regarding the Section 46 notice is available on the Inspectorate's own website and project pages. Available at: https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN020027/documents and can also be found in **Appendix D** of this report.

8.9 Consulting the Local Community Under Section 47

8.9.1 Section 47 of the PA 2008 sets out an Applicant's duty to consult the local community about a proposed application.

8.9.2 This was done in line with the SoCC, which was published on 10 April 2024. The Section 47 notice was published in three local newspapers between the 10 and 17 April 2024. See **Section 7.4** of this report for more details.

8.9.3 It could be accessed on the Project website at the start of statutory consultation on 10 April 2024. The SoCC can be found in **Appendix E** of this report.

8.9.4 Two consultation zones were developed to assist engagement with the local community:

- The PCZ included people and businesses with property postcodes within 1 km of the Project's draft Order Limits (representing the anticipated extent of land in which the Project may take place). The PCZ amounts to approximately 77,000 addresses. Where appropriate, the PCZ was extended to include whole streets and postcodes rather than the 1 km boundary dissecting hamlets or neighbourhoods; and

- The SCZ comprised a 4 km buffer around the draft Order Limits, whereby wider publicity of the Project took place, including the PCZ.

8.9.5 Maps of both the primary and secondary consultation zones are available in the SoCC which can be found in **Appendix E** of this report and in **Figure 8.2** in this chapter.

Figure 8.2 Primary and Secondary Consultation Zone Map

8.9.6 National Grid committed in the SoCC to consult the following groups and individuals:

- Members of Parliament (MPs) representing constituencies within and bordering both consultation zones;

- Elected representatives in local authorities where the project is situated, including dedicated briefings for lead members during the statutory consultation period as requested;
- ‘Seldom heard groups’ within both consultation zones who have been drawn to our attention, representing people who are unlikely to respond to traditional consultation techniques and may need additional support to access materials;
- Parish councils representing parishes within both consultation zones and in the immediate vicinity;
- Prescribed bodies and LPAs under Section 42(1)(a), (b) and (c) of the PA 2008; and
- PILs under Section 42(1)d and Section 44.

8.9.7 The SoCC is provided in **Appendix E** of this report and **Appendix I** of this report contains the full list of local interest groups and ‘seldom heard groups’ consulted with and the letter they were provided with. See **Appendix H** of this report for Section 47 notice as advertised in the newspapers.

8.10 Adhering to the Commitments in the SoCC

8.10.1 **Table 8.4** of this report outlines how the consultation was undertaken in accordance with the commitments outlined in the SoCC.

Table 8.4 How the Statutory Consultation was Undertaken in Accordance with the SoCC

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
3.1.1	National Grid is committed to engaging and consulting with communities and stakeholders at an early stage of the proposed Project, giving people the opportunity to provide feedback and insight at a formative stage ahead of more detailed design work being carried out.	The local communities, LPAs and statutory consultees have been engaged throughout the development of this Project, since the first staged non-statutory consultation was held in 2022 and second in 2023. This was followed by the statutory consultation in 2024 and three targeted consultations in 2025. After each round of consultation, National Grid analysed the feedback received and, along with further technical studies and design work developed the Project design.
3.1.2	National Grid's approach to engagement in support of the proposed Project is to carry out both non-statutory and statutory consultation guided by the requirements of the Planning Act.	National Grid's approach to engagement contained both non-statutory and statutory consultations: Non-statutory 1: between 21 April 2022 until 16 June 2022. Non-statutory 2: between 27 June 2023 until 21 August 2023. Statutory: between 10 April 2024 until 26 July 2024. Targeted consultations: Norfolk and Suffolk (non-statutory) between 30 January 2025 until 3 March 2025; Essex and Thurrock (non-statutory) between 25 February until 27 March 2025; and Thurrock 3 (statutory) between 18 March until 17 April 2025. Further landowner consultation: between 5 June until 22 August 2025.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		Chapter 4 of this report provides detail about how the consultation was guided by the requirements of the PA 2008.
3.1.8.	More information on both non-statutory consultations and how the feedback received at both non-statutory consultations helped influence and shape the proposals to date can be found in the 2022 Non-Statutory Consultation Feedback Report and the 2023 Non-Statutory Consultation Feedback Report. These are available on the Project website.	The 2022 and 2023 Non-Statutory Consultation Feedback Reports can be found in the 'Document Library' section on the Project website and in **Appendix B** and **C**.
5.1.1.	The statutory consultation (under Section 42 and Section 47 of the PA 2008) will run for 10 weeks.	The statutory consultation started on 12:00 noon on Wednesday 10 April 2024 and was scheduled until 11:59pm on Tuesday 18 June 2024, but the consultation period was extended for five weeks until 11:59pm on Friday 26 July 2024 to give people additional time to have their say and provide feedback on our proposals after the General Elections. The consultation was open for a total of 15 weeks.
5.2.2	Overall location plans will be used to describe sections of the proposed Project and will be provided during the statutory consultation, consistent with how the Project has previously been presented.	In the same way as previous consultations, the location plans were split into geographical sections. Sections were divided as follows: • Section A: South Norfolk • Section B: Mid Suffolk • Section C and D: Babergh, Tendring and Colchester • Section E: Braintree • Section F: Chelmsford • Section G: Basildon and Brentwood (and Chelmsford east of Ingatestone)

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		• Section H: Thurrock Copies of the consultation plans can be found in **Appendix I** of this report.
5.2.3.	National Grid will consult on all aspects of the proposed development for the Project, including: • Approximately 159 km of new 400 kV overhead line supported on approximately 510 steel lattice pylons (approximately 50 m in height) some of which are gantries (typically up to 15 m in height) within proposed CSE compounds, or existing or proposed substations; • Approximately 25 km of 400 kV underground cabling some of which is located through the Dedham Vale National Landscape (formerly known as Dedham Vale AONB); • Six new CSE compounds, each with a permanent access, to connect the overhead lines to the underground cables; • A new 400 kV East Anglia Connection Node ("EACN") substation, with a new permanent access, on the Tendring Peninsula. This is proposed to be an Air Insulated Switchgear ("AIS") substation; • Substation extension works at the existing Norwich Main, and Bramford substations and works within the existing Tilbury Substation to connect and support operation of the new transmission connection; • Temporary works associated with construction of the Project; and • An alternative design at the Waveney Valley (referred to as the Waveney Valley Alternative)	The feedback questionnaire includes questions about each section of the route and there is also space to comment generally about the Project and this consultation, such as '*Do you have any further comments on our proposals in this section?'*. The feedback questionnaire can be found in **Appendix I** of this report.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	is also being considered and is the subject of consultation and ongoing assessment. This design alternative, if taken forward, would result in changes to those elements of the Project set out below. This would instead comprise: - installation of approximately 157 km of new 400 kV overhead line; - installation of approximately 27 km of 400 kV underground cabling (some of which is located through the Dedham Vale National Landscape; and - eight new CSE compounds (each with a permanent access) to connect the overhead lines to the underground cables.	
5.2.4.	The Project as currently proposed is an EIA development and therefore we will also consult on preliminary environmental information as part of this statutory consultation in the form of a Preliminary Environmental Information Report ("PEIR"). We will make the PEIR available on the Project website during statutory consultation, as well as a non-technical summary of the PEIR. We will seek views on the information in those documents.	The PEIR is available in the document library on the project website. The Non-Technical Summary (NTS) of the PEIR was also available at the inspection points. A copy of the PEIR and the NTS can be found in **Appendix I** of this report.
5.3.1.	The consultation will be open to anyone who is interested in the proposed Project, and National Grid will have regard to all consultation responses received by the relevant deadline.	National Grid have had regard all the consultation responses received from anyone who was interested in the Project by the relevant deadline. A summary of consultation responses can be found in Chapter 9 of this report.
5.3.2.	Under Section 47 of the PA 2008, we have a duty to consult people living in the vicinity of the land, i.e., the local community. In consultation with the local authorities set out in Section 1.1.3 of the SoCC we	National Grid consulted the local community living in the vicinity of the Project. More information of the consultees and community newsletter can be found in **Section 8** of this report.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	have developed a PCZ for the distribution of our Community Newsletter, as shown in Appendix A of the SoCC.	
5.3.3.	The PCZ includes people and businesses with property postcodes within 1 km of the proposed Project's Order Limits (representing the anticipated extent of land in which the proposed Project may take place). The zone has changed since the last round of consultation as a result of feedback and environmental studies as well as the inclusion of information such as construction access, compounds, laydown areas and the traffic routes we propose to use during construction. This latest zone amounts to approximately 77,000 addresses. Where appropriate, the PCZ has been extended to include whole streets and postcodes rather than the 1 km boundary dissecting hamlets or neighbourhoods.	The PCZ was established as a result of the feedback and environmental studies. The PCZ consisted of people and businesses with property postcodes within 1 km of the Project's draft Order Limits, approximately 77,000 addresses.
5.3.4.	An additional wider Secondary Consultation Zone ("SCZ") has been developed, comprising a 4 km buffer around the Order Limits, whereby wider publicity of the proposed Project will take place. The SCZ can be found in Appendix A of the SoCC.	The SCZ was established to publicise the Project within 4 km of the Projects' draft Order Limits.
5.3.5.	Communities within the PCZ and SCZ will be notified about the consultation via methods outlined in Section 5.5 of the SoCC.	The local community was consulted within the PCZ and SCZ using the consultation methods listed in **Section 8** of this report which were outlined in Section 5.5 of the SoCC.
5.3.6.	As well as properties and businesses within the PCZ, we will also consult with various groups and individuals including parish councils representing parishes within the PCZ and relevant host and	The groups and individuals representing parishes within the PCZ and relevant host and neighbouring local authorities were consulted within the PCZ and SCZ. The list of the local authorities defined under Section 43 can be found in Appendix F of this report.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	neighbouring local authorities defined under Section 43 of the PA 2008.	
5.3.7.	In addition to the local community, we will consult prescribed bodies and local authorities under Section 42(1)(a), (b) and Section 43 of the Planning Act. We will also consult persons who fall within Section 42(1)(d) and Section 44 of the PA 2008.	Prescribed Consultees were identified and consulted; these can be found in **Appendix F** of this report. A letter was sent to the Section 43 consultees on the 10 April 2024 with information about the Project, consultation dates, where to find documents, feedback questionnaire, and information about the events.
Table 5.1. Consultation materials	Project Background Document: This document will provide a summary of the proposed Project including: • The background to the Project; • Information about design changes as a result of the 2023 non-statutory consultation; • Information about potential benefits and impacts of the proposed Project; • How we might propose to mitigate any significant effects; • Signposts for readers to more detailed information reports and how to provide feedback on the Project. Target Audience: All those interested in the consultation (see Section 5.3 of the SoCC for detail). This document will be published on the Project website, and available in paper copy on request and at inspection points listed in Table 5.2 of the SoCC and at public information events.	The Project Background Document contained the following chapters: 1. The consultation 2. The need 3. Our proposals 4. Construction 5. Managing and mitigating effects 6. Other information 7. Next steps These chapters contained information to cover all bullet points listed in the SoCC. The Project Background Document can be found in **Appendix I** of this report. The Project Background document was available: • to download in the document library of the Project website; • as a paper copy upon request (92 requests were fulfilled during the consultation period); • at the inspection locations listed in **Table 8.11**of this report; and

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	National Grid will consider requests for copies of the document in alternative formats on a case-by-basis, taking into account individual circumstances	• at public information events listed in **Table 8.10** of this report. No requests for alternative formats of the Project Background Document were made.
Table 5.1. Consultation materials	Community Newsletter 2024: The newsletter will set out the proposed Project information, details about the consultation, an overview map of the proposed Project area and how to provide feedback, along with a list of engagement activities throughout the consultation period. Target Audience: All residents and businesses with properties within the PCZ. The Community Newsletter will be posted to all properties within the PCZ. It will be published on the Project website, and available in paper copy on request and at inspection points listed in Table 5.2 of the SoCC and at public information events. National Grid will consider requests for copies of the document in alternative formats on a case-by-basis, taking into account individual circumstances.	The Community Newsletter was produced to communicate the Project proposals, the background and how to get involved in consultation. The Community Newsletter 2024 can be found in **Appendix I** of this report. The Community Newsletter was posted to all properties within the PCZ as detailed in Section 8.12.4 of this report. The Community Newsletter was also available: • to download in the document library of the Project website; • as a paper copy upon request (27 requests were fulfilled during the consultation period); • at the inspection locations listed in **Table 8.11** of this report; and • at public information events listed in **Table 8.10** of this report. No requests for alternative formats of the Community Newsletter were made.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
Table 5.1. Consultation materials	Preliminary Environmental Information Report (PEIR): The PEIR will contain a description of the proposed Project, and a preliminary assessment of the likely significant environmental effects of the proposed Project based on the initial information available at that time. It will also set out how we propose to reduce these effects and how we propose to maximise the benefits of the proposed Project. A non-technical summary ("NTS") of the PEIR will also be made available. Target Audience: All those interested in the consultation (see Section 5.3 of the SoCC for detail). The PEIR will be available on the Project website, and available to view in paper copy at public information events. The NTS will be available on the Project website, and available in paper copy on request (subject to availability), at inspection points listed in Table 5.2 of the SoCC and at public information events. Paper copies of the PEIR can be provided on request. This may be subject to a charge to cover printing and postage fees.	The PEIR was produced for the statutory consultation and contained information to cover all items listed in the SoCC. A NTS was also produced. The PEIR and NTS were available: • to download in the document library of the Project website; • as a paper copy upon request (24 requests were fulfilled during the consultation period, including two full sets of the PEIR); • at the inspection locations listed in **Table 8.11 T**of this report; and • at public information events listed in **Table 8.10** of this report. No requests for alternative formats of the PEIR or NTS were made.
Table 5.1. Consultation materials	2024 Design Development Report An in-depth technical document detailing the work we have undertaken to date, focusing on the work since the 2023 non-statutory consultation. Target Audience: All those interested in the consultation (see Section 5.3 of the SoCC for detail).	The 2024 Design Development Report can be found in **Appendix I** of this report. The 2024 Design Development Report was available: • to download in the document library of the Project website; • at public information events listed in **Table 8.10** of this report; and

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	This document will be available on the Project website, and available to view in paper copy at public information events. Paper copies of the Design Development Report 2024 can be provided on request. This may be subject to a charge to cover printing and postage fees	• as a paper copy upon request (19 requests were fulfilled during the consultation period).
Table 5.1. Consultation materials	2024 Strategic Options Backcheck and Review Providing an updated overview of the appraisal approach we have used to date to consider strategic options. These are reviewed and backchecked on as part of the ongoing strategic options assessment and decision-making process. Target Audience: All those interested in the consultation (see Section 5.3 of the SoCC for detail). This document will be available on the Project website, and available to view in paper copy at public information events. Paper copies of the Strategic Options Backcheck and Review 2024 can be provided on request. This may be subject to a charge to cover printing and postage fees	A 2024 Strategic Options Back Check and Review Document was produced as a technical report providing an overview description of the options that National Grid has identified and subsequently evaluated for reinforcement of the network in the East Anglian region. A copy of the document can be found in **Appendix I** of this report. The 2024 Strategic Options Back Check and Review Document was available: • to download in the document library of the Project website; • at public information events listed in **Table 8.10** of this report; and • as a paper copy upon request (19 requests were fulfilled during the consultation period).
Table 5.1. Consultation materials	2023 Non-Statutory Consultation Feedback Report: Summarising the feedback, we received during the 2023 non-statutory consultation and how it has been considered. Target Audience: All those interested in the consultation (see Section 5.3 of the SoCC for detail).	The 2023 Non-Statutory Consultation Feedback Report summarises the feedback National Grid received during the 2023 consultation, and it how has been considered. The 2023 Non-Statutory Consultation Feedback Report can be found in **Appendix C** of this report. The 2024 Non-Statutory Consultation Feedback Report was available:

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	This document will be available on the Project website, and available to view in paper copy at public information events. Paper copies of the 2023 Non-Statutory Consultation Feedback Report can be provided on request. This may be subject to a charge to cover printing and postage fees	• to download in the document library of the Project website; • at public information events listed in **Table 8.10** of this report; and • as a paper copy upon request (four requests were fulfilled during the consultation period).
Table 5.1. Consultation materials	Project maps / Project area maps A series of maps and plans showing the extent of the proposed Project. Target Audience: All those interested in the consultation (see Section 5.3 of the SoCC for detail). These will be available on the Project website and available to view in paper copy at public information events.	. The Project maps were available: • to download in the document library of the Project website; • at public information events listed in **Table 8.10** of this report; and • as a paper copy upon request (82 requests were fulfilled during the consultation period).
Table 5.1. Consultation materials	Consultation banners A series of exhibition banners with information relating to the proposed Project that will be used at the public information events. Target Audience: All those interested in the consultation (see Section 5.3 of the SoCC for detail). The consultation banners are primarily intended for use at the public information events and will also be made available on the Project website.	The consultation banners were available: • at public information events listed in **Table 8.10** of this report; and • to download in the document library of the Project website.
Table 5.1. Consultation materials	Interactive Project map An interactive map of the proposed Project.	The interactive map was available: • on the Project website; and • at public information events listed in **Table 8.10** of this report.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	Target Audience: All those interested in the consultation (see Section 5.3 of the SoCC for detail). The interactive Project map will be made available on the Project website and on screen at the public information events, subject to technical constraints.	
Table 5.1. Consultation materials	Consultation notices: We will publish notices with details of the consultation and provide to statutory consultees as required under Section 48 of the PA 2008. Target Audience: All those interested in the consultation (see Section 5.3 of the SoCC for detail). These will be available on the Project website and available to view in paper copy on request.	The consultation notices were provided to the statutory consultees and the evidence of these notices can be found in **Appendix H** of this report. The consultation notices were also available: • on the Project website; and • as a paper copy upon request (no requests were made during the consultation period).
Table 5.1. Consultation materials	SoCC The SoCC sets out how National Grid intends to consult statutory consultees, stakeholders, affected residents, businesses and local communities ahead of its application for development consent for the Project. Target Audience: All those interested in the consultation (see Section 5.3 of the SoCC for detail). The SoCC will be published on the Project website and available in paper copy on request and at inspection points listed in Table 5.2 of the SoCC and at public information events.	The SoCC can be found in **Appendix E** of this report. The SoCC was available: • to download in the document library of the Project website; • as a paper copy upon request (two requests were fulfilled during the consultation period); • at the inspection locations listed in **Table 8.11** of this report; and • at public information events listed in **Table 8.10 T** of this report. The Section 47 notice of SoCC was published in local newspapers as detailed in **Section 7.4** of this report. The Section 47 notice can be found in **Appendix H** of this report**.**

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	As required under Section 47 of the Planning Act, notice of the SoCC will also be published in local newspapers.	
Table 5.1. Consultation materials	Feedback questionnaire An online and paper feedback questionnaire to gather responses to the statutory consultation. Target Audience: All those interested in the consultation (see Section 5.3 of the SoCC for detail). The feedback questionnaire will be available on the Project website, and available in paper copy on request and at inspection points listed in Table 5.2 of the SoCC and at public information events. Paper copies can be returned free of charge using a Freepost address: FREEPOST N TO T)	The feedback questionnaire can be found in **Appendix I** of this report**.** The feedback questionnaire was available: • to download in the document library of the Project website; • as a paper copy upon request (286 requests were fulfilled during the consultation period); • at the inspection locations listed in **Table 8.11** of this report; and • at public information events listed in **Table 8.10** of this report. The Freepost address: FREEPOST N TO T was available for the duration of consultation to receive hard-copy feedback.
Table 5.1. Consultation materials	Guide to Interacting with our Consultation Plans A guide outlining the consultation maps and plans, and how to use them. Target Audience: All those interested in the consultation (see Section 5.3 of the SoCC for detail). This document will be available on the Project website and available in paper copy on request and at public information events.	A Guide to Interacting with Our Consultation Plans was produced to provide guidance on interacting with the latest consultation plans during the statutory consultation. The Guide to Interacting with our Consultation Plan can be found in Appendix I15 of this report. The Guide to Interacting with our Consultation Plans was available: • to download in the document library of the Project website; • as a paper copy upon request (no requests were made during the consultation period); and

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		• at public information events listed in **Table 8.10** Table 8-10 of this report.
5.4.2.	National Grid will consider requests for copies of select consultation materials identified in Table 5.1 of the SoCC in alternative formats on a case-by-basis, taking into account individual circumstances.	Document copies were available in alternative format upon request, however no requests were made.
5.4.3.	All consultation materials will also be available on the Project website. Information will be easy to access and will be presented in a variety of ways to suit user requirements.	The Project website contained all the consultation materials for statutory consultation and project materials relating to previous consultations.
Table 5.2. Methods to make consultation documents available	Project website All consultation documents will be hosted on the Project website throughout the consultation period. We will provide the following local authorities with a link to all the consultation documents: • Norfolk County Council; • Suffolk County Council; • Essex County Council; • Thurrock Council; • South Norfolk District Council; • Mid Suffolk District Council; • Babergh District Council; • Tendring District Council; • Colchester City Council; • Braintree District Council; • Chelmsford City Council; • Brentwood Borough Council; and • Basildon Borough Council.	The project website contained the following digital materials. More information can be found in **Section 8.12** of this report and **Appendix I17** of this report. • Project background document 2024; • Community newsletter 2024; • PEIR and NTS; • 2024 Design Development Report; • 2024 Strategic Options Back Check and Review; • 2023 Non-Statutory Consultation Feedback Report; • Project maps; • Consultation banners; • Consultation notices; • SoCC; • Feedback questionnaire; and • Guide to Interacting with our Consultation Plans. The project website link was provided to the local authorities as described.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	Paper copies of selected consultation documents will also be available by request, free of charge. Paper copies of the PEIR can be provided on request. This may be subject to a charge to cover printing and postage fees.	Hard copy requests fulfilled include: • Project background documents – 92 requests; • Feedback questionnaires – 286 requests; • Strategic Options Backcheck and Review – 19 requests; • Design Development Report – 19 requests; • Community newsletter – 27 requests; • 2023 consultation documents – four requests; • Response to Electricity System Operator (ESO) Report – two requests; • PEIR documents – 24 request – (including two requests for full printed copies of PEIR); • SoCC – two requests; and • Map – 82 requests.
Table 5.2. Methods to make consultation documents available	Inspection points While no longer a statutory requirement, in addition to being available online, we will seek to ensure the Community Newsletter, Project Background Document, NTS of the PEIR, SoCC and feedback questionnaire are available to view at the following locations throughout the consultation period. • Long Stratton Library: The Street, Long Stratton, NR15 2XJ; • Norwich Library: Unit 3, The Forum Millenium Plain, Norwich, NR2 1AW; • Tuckswood Library: Robin Hood Road, Eaton, NR4 6BX; • Diss Library: Church Street, Diss, IP22 4DD;	The Project information, the project background document, NTS of the PEIR, SoCC and feedback questionnaire, were also available to view in multiple inspection points accessible for the public. In addition to the 14 inspection points outlined in the SoCC, the Project team made the documents available in an additional 11 other locations. This decision was made in response to requests from the public and stakeholders. The full list of inspection points can be found in **Table 8.11** of this report and Appendix I20 of this report. On 9 May 2024, contact was made with all the inspection points to ensure that stock levels of consultation documents were appropriate. The following requests were fulfilled by delivering

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	• Stowmarket Library: Milton Road, Stowmarket, IP14 1EX; • Capel St Mary Library: Village Hall, The Street, Capel St. Mary IP9 2EF; • Coggeshall Library: The Friends Meeting House, Stoneham Street, Coggeshall CO6 1UH; • Chelmsford Central Library: Market Road, Chelmsford CM1 1QH; • Colchester Library: Trinity Square, Colchester CO1 1JB; • Tilbury Library: Civic Square, Tilbury RM18 8AD; • Greenstead Library: Hawthorn Avenue, Colchester CO4 3QE; • Stanway Library: 10, Villa Road, Stanway CO3 0RH; • Prettygate Library: Prettygate Road, Colchester CO3 4EQ; and • Wivenhoe Library: 104/6 High Street, Wivenhoe CO7 9AB. Prior to attending these locations, it is advised that opening hours are checked. We will check that consultation documentation remains at the inspection points throughout the consultation period. We will also try to use local websites to act as public inspection points, by requesting they host a link to the Project website. These may include the following: • local authority websites • local library websites • parish websites	additional consultation materials to the inspection points: • Stowmarket Library – 10 feedback questionnaires, 10 foldable maps, 10 community newsletters; • Chelmsford Central Library – six feedback questionnaires, six foldable maps, six community newsletters; • Ipswich Library – a full library consultation document pack; and • Brentwood Library – five community newsletters.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	• MP websites	
Table 5.2. Methods to make consultation documents available	Document requests: Following the launch of the statutory consultation, consultees will be able to request paper copies of consultation documents. The documents that will be made available, on request, free of charge will be: • Community Newsletter; • Project Background Document; • Feedback questionnaire; • NTS of the PEIR. Requests for paper copies of the technical documents forming the PEIR will be reviewed on a case by-case basis; and • SoCC. Paper copies of other consultation documents will also be available on request. To cover printing costs a reasonable charge may apply, to be paid for by the recipient and up to a maximum value of £500 for the whole suite of consultation documents. Requests can be made by contacting us using the details provided in Section 6.1 of the SoCC. We will also consider requests for alternative formats of documents on a case-by-case basis.	Hard copy documents were available on request. All requests for posted documents were fulfilled, however, no requests to printing charge were made during consultation period. Hard copy requests fulfilled include: • Project background documents – 92 requests; • Feedback questionnaires – 286 requests; • Strategic Options Backcheck and Review – 19 requests; • Design Development Report – 19 requests; • Community newsletter – 27 requests; • 2023 consultation documents – four requests; • Response to ESO Report – two requests; • PEIR documents – 24 requests – (including two requests for full printed copies of PEIR); • SoCC -– two requests; and • Map– 82 requests.
Table 5.2. Methods to make consultation documents available	Public information events: Paper copies of the consultation documents will be available for review at the public information events. More detail on the public events is available in Section 5.6 of the SoCC.	Consultation documents were made available at the public information events and the full list of the events can be found in **Table 8.10** of this report.
5.5.1	Residents, local businesses and community organisations within the PCZ will be notified of the start of the consultation in a variety of ways,	National Grid notified residents, local businesses and community organisations within PCZ through a

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	including through a Community Newsletter, as outlined in Table 5.1 (of the SoCC) above. A map showing the PCZ (approximately 77,000 addresses) can be found in Appendix A of the SoCC.	community newsletter, and a copy of the community Newsletter can be found in **Appendix I** of this report. A postcard was also issued to the PCZ on 6 June 2024 which provided details about the extension to the consultation (described in **Section 3.4.1** of this report). A copy of the postcard can be found in **Appendix I** of this report.
Table 5.3: Promotion methods	A press release publicising the upcoming consultation and how the community can get involved will be issued ahead of the consultation. The distribution list is likely to include the following media: • Basildon Standard; • BBC Look East; • BBC Radio Essex; • BBC Radio Norfolk; • BBC Radio Suffolk; • Basildon Standard; • Basildon, Canvey, Southend Echo; • Braintree and Witham Times; • Brentwood Gazette; • Brentwood Live; • Brentwood Weekly News; • Bury Free Press; • Bury Mercury; • Chelmsford Weekly News; • Dereham Times; • Diss Express; • Diss Mercury;	Media advertisements were placed in various local media formats. • BBC Look East; • BBC Radio Essex; • BBC Radio Norfolk; • BBC Radio Suffolk; • Basildon Standard; • Basildon, Canvey, Southend Echo; • Braintree and Witham Times; • Brentwood Gazette; • Brentwood Live; • Brentwood Weekly News; • Bury Free Press; • Bury Mercury; • Chelmsford Weekly News; • Dereham Times; • Diss Express; • Diss Mercury; • Dunmow Broadcast; • East Anglian Daily Times; • Eastern Daily Press;

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	• Dunmow Broadcast; • East Anglian Daily Times; • Eastern Daily Press; • Essex Chronicle; • Essex Focus; • Essex Live; and • Thurrock Advertiser. The circulation areas of these newspapers extend across both the PCZ and the SCZ, as well as further afield.	• Essex Chronicle; • Essex Focus; • Essex Live; and • Thurrock Gazette (the Thurrock Advertiser is no longer in circulation so the Thurrock Gazette was chosen as a suitable alternative). More information can be found in **Section 8** of this report.
Table 5.3: Promotion methods	Newspaper advertisements: Two rounds of newspaper advertisements will be undertaken during the consultation. Advertisements will provide details of the consultation, where more information can be found, how to respond, and the dates of the engagement activities. Advertisements will be placed in both print and digital publications to ensure wider coverage within and beyond the PCZ and SCZ. We will place adverts in the following titles: • East Anglian Daily Times; • Eastern Daily Press; and • Essex Chronicle.	Two rounds of full-page newspaper adverts were placed between 10 and 18 April 2024. The adverts were placed in the following newspapers: • East Anglian Daily Times; • Eastern Daily Press; and • Essex Chronicle. Two rounds of half-page newspaper adverts which provided details about the extension to the consultation (described in **Section 3.4.1** of this report) were placed in the same newspapers between 12 and 20 June 2024. A copy of the newspaper advertisements can be found in **Appendix H** of this report.
Table 5.3: Promotion methods	Emails and letters: We will send, via email, letters about the consultation and how to get involved to the following: • MPs, where all or part of their constituencies lie within either consultation zone;	National Grid sent emails and distributed letters that included information about the consultation and how to get involved. These were sent to MPs within PCZ and SCZ, and elected representatives within PCZ. National Grid also sent notification emails to those who had registered for email updates.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	• Elected representatives within the PCZ at: - Norfolk County Council; - Suffolk County Council; - Essex County Council; - Thurrock Council; - South Norfolk District Council; - Mid Suffolk District Council; - Babergh District Council; - Tendring District Council; - Colchester City Council; - Braintree District Council; - Chelmsford City Council; - Brentwood Borough Council; - Basildon Borough Council; and - Parish Councils within the PCZ.	See **Section 8.11.11** of this report for more details. A copy of emails and letters can be found in **Appendix F** of this report.
Table 5.3: Promotion methods	Statutory notices • We will publish statutory notices in locally circulating newspapers; and • We will publicise the consultation – once in a national newspaper and the London Gazette and twice in local circulating newspapers.	The Section 48 notice was published twice in three local newspapers, once in a national newspaper and once in the London Gazette between 10 April 2024 to 18 April 2024. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and the Section 48 notice was republished detailing the consultation extension in the same newspapers between 12 June 2024 to 20 June 2024. The Section 47 notice was published in three local newspapers between 10 and 17 April 2024. Evidence of the publication of the Section 47 and Section 48 notices in newspapers can be found in **Appendix H** of this report.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
Table 5.3: Promotion methods	Information posters: Posters including details of the consultation, how to access Project information, and how to get involved, will be sent to each parish council within the PCZ.	National Grid produced a poster that included information about the Project and details of the consultation and how to get involved. These posters were sent to each parish council within PCZ. The information poster can be found in **Appendix I** of this report.
Table 5.3: Promotion methods	Social media We will promote the consultation on National Grid UK's X (formerly Twitter) and Facebook account, @NationalGridUK. We will also develop a social media guide for local authorities to use on their social media channels. This guide will include links for the Project website. We are unable to accept feedback through social media channels, however, we will monitor comments or questions we receive through our owned channels and respond where practicable. We will aim to point people towards sources of information, including the Project website, the interactive Project map and to formal feedback channels.	Social media adverts were placed to promote the consultation. These media adverts included links to the Project website. More information about social media posts can be found in **Appendix I** of this report. A social media guide was developed that contained key consultation information and links to the Project website. This guide was shared with the Local Planning Authorities (LPAs) on the 9 April 2024 and can be found in **Appendix I** of this report. No feedback was captured and considered within social media channels
5.6.1.	Public information events will be held for communities to find out information about the proposed Project and the consultation and talk to representatives from the Project team. The events will be held at suitable, publicly accessible venues that are within or near to the PCZ.	The Project information posters and feedback questionnaires were available in the public information events. Representatives of the Project team attended these events to talk and respond any query from the public. The list of the public information events can be found in **Chapter 8** of this report.
5.6.2.	Details of where and when the public information events will be held will be published on the Project website and in the Community Newsletter sent to all	The information about the public events were published on the Project website and was shared in the Community Newsletter.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	properties within the PCZ and available at inspection points.	
5.6.3.	The events will be held during afternoons and early evenings in the week and at least one will be held on a weekend, where feasible.	The public information events were arranged to be held during afternoons, early evenings and one in the weekend, to give the consultees the opportunity to attend the events. More information of the public information events can be found in **Chapter 8** of this report.
5.6.4.	Copies of all relevant consultation materials will be made available in print format at each event. There will also be a series of banners to present the proposals for the proposed Project, including maps.	A paper copy of the consultation materials was available in the public information events. The list of the materials available can be found in **Appendix I** of this report**.**
5.6.5.	Those attending the public information events will be encouraged to provide their feedback via the online or paper feedback questionnaire on the proposals.	Hard copies of the feedback questionnaire were available at public information events listed in **Table 8.10 Table 8-10.** The Freepost address: FREEPOST N TO T was available for the duration of consultation to receive hard-copy feedback. Details about the Project website were also available on all consultation materials at the public information events.
5.6.6.	Should any events (in person or webinars) need to be altered or cancelled for any reason, the most appropriate mitigation would be identified on a case-by-case basis in consultation with the relevant Local Planning Authority(ies)	The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and five of the webinars were re-arranged. We contacted the LPA officers to discuss our approach before making the decision to move the dates of the webinars. On the 28 May 2024, an email notification was sent to approximately 150 members of the public who had signed up for the webinars to advise they would be re-scheduled.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		On the 3 June 2024, a follow-up email notification was sent to the same 150 members of the public with the new confirmed dates. Further details of the webinars can be found **in Table 8.12.**
5.7.1.	We will try to hold six webinars during the consultation period. We will run two general overview webinars and four that are section specific. People will be able to sign up to the webinars via the Project website, or by contacting National Grid by using the contact details set out in Section 6.1 of the SoCC.	Six webinars were held and 209 people attended, further information is provided in **Section 8.8** of this report. Due to General Elections, five webinars were rescheduled to allow time for the public to attend. These webinars were scheduled to the following dates: • Wednesday 17 April, 6pm-7pm: Norwich to Tilbury Project Overview One; • Wednesday 10 July, 6pm-7pm: Section A and B South Norfolk and Mid Suffolk; • Thursday 11 July, 6pm-7pm: Section C and D Babergh, Tendring and Colchester; • Tuesday 16 July, 6pm-7pm: Section E and F – Braintree and Chelmsford; • Wednesday 17 July, 6pm-7pm: Section G and H Basildon, Brentwood and Thurrock; and • Thursday 18 July, 6pm-7pm: Norwich to Tilbury Project Overview Two.
5.7.2.	The sessions will cover the proposals in detail and provide an opportunity for attendees to ask questions of the Project team.	The webinars gave the opportunity for the public to ask questions about the Project.
5.7.3.	National Grid will endeavour to make British Sign Language (BSL) interpretation available for one of	National Grid made available BSL interpretation for the following webinar:

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	the general overview webinars which will be recorded and published on the Project website.	Wednesday 17 April, 6pm-7pm: Norwich to Tilbury Project Overview One.
5.8.1.	National Grid will offer briefings and / or meetings with the following stakeholders in the run-up to, or during the consultation: • MPs, where all or part of their constituencies lie within either consultation zone; • Elected representatives of district and county councils within the PCZ; • Parish councils, where all or part of the parish falls within the PCZ; • Local authorities, including neighbouring authorities; • Key prescribed consultees, such as National Landscapes (formerly known as AONB) conservation boards; and • Persons with an Interest in Land (PILs) under Section 42(1)(d) of the PA 2008.	The proposed briefings and meetings took place with the stakeholders described, see full details in **Section 8.8** of this report.
5.8.2	National Grid will consider meetings with other organisations and individuals upon request.	There were no additional requests for meetings with organisations or individuals that were different to those listed in paragraph 5.8.1 of the SoCC.
5.9.1.	National Grid wants to ensure that all our engagement and consultation is inclusive, and we want to reach those who otherwise may not engage with us. Hard-to-reach and seldom heard groups are defined as being inaccessible to most traditional and conventional methods of consultation for any reason	Engagement and consultation were inclusive, ensuring the hard-to-reach and seldom heard groups were reached by utilising different engagement methods listed in Table 5.4 of the SoCC. More details about how National Grid reached seldom heard groups can be found in **Table 8.15** of this report.
5.9.2.	To allow people to engage with the proposed Project and the consultation at their own	The public were able to sign up to an online webinar and see the Project website as part of the ‘online

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	convenience, we have taken a 'digital first' approach to consultation. This allows individuals and groups to take part even if they cannot make an event. The online webinar and Project website is open and accessible to anyone to attend and ask questions of the Project team. Information will be available on the website and people are encouraged to submit feedback using the online feedback questionnaire. Those engaging with the Project can also ask questions and find out more by contacting National Grid by using the contact details set out in Section 6.1 of the SoCC.	approach'. The feedback questionnaire was also available online for the public to provide feedback and ask questions by contacting National Grid contact details.
5.9.3.	For those less able or less comfortable engaging digitally, we have developed consultation 'in person' aspects to be as accessible as possible, with the focus on ensuring events are accessible and held over several days in different locations to encourage attendance. We will also seek to ensure there is adequate parking and venues are accessible via public transport.	The Project team offered an 'in-person' approach for those members of the public that preferred this format, ensuring the events were accessible and held over different days and times to ensure attendance. Full details of in-person events can be found in **Section 8.8** of this report.
5.9.4.	Inspection points have also been identified based on their accessibility and availability for people wanting to access Project information.	Inspection points have been identified based on accessibility and availability to the public. More information on the inspection points can be found in **Section 8.12** of this report.
5.9.5.	We also recognise that some individuals or groups may have difficulty taking part in the consultation process for a range of reasons. We have identified several organisations representing hard to reach or seldom heard groups. These organisations will be written to, via email, at the start of consultation. Requests for specific additional consultation activities will be planned and agreed with the	National Grid identified and engaged with several organisations representing hard to reach or seldom heard groups. Section 5.9.7 of the SoCC included Table 5.4 which detailed how the Project would engage with hard to reach or seldom heard groups. More information about the engagement aactivities listed in Table 5.4 of the SoCC, can be found in **Section 8.3** of this report.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	requesting organisation so that our activities best meet the needs of those it represents.	On 10 April 2024 a consultation letter was attached to an email sent to all identified organisations representing hard to reach or seldom heard groups. The letter provided details about the consultation, Project, and how to respond (see **Appendix F** of this report). A full list of those consulted can be found in **Appendix I** of this report.
5.9.6.	On request, we will also consider providing materials in alternative formats. We will endeavour to provide British Sign Language signing at one of our webinars.	National Grid provided materials in alternative format if requested. All feedback received through writing via email, post or online feedback questionnaire. A BSL interpreter attended the webinar on Wednesday 17 April. More details can be found in **Table 8.9.**
5.9.7.	Table 5.4 of the SoCC sets out how the proposed Project will seek to engage hard to reach/seldom heard groups during the consultation.	More information on the engagement with the hard to reach/seldom heard groups can be found in **Section 8.12** of this report.
6.1.1.	People will be able to **submit their feedback** in the following ways: • Completing the feedback questionnaire online via the Project website: nationalgrid.com/norwich-to-tilbury; • Providing feedback by email (contact@n-t.nationalgrid.com) or in writing (FREEPOST N TO T); • Completing a paper feedback questionnaire, which can be provided on request, at one of the designated inspection points, or completed in person at the face-to-face events; and • The questionnaire can be returned free-of-charge using the Freepost address: FREEPOST	National Grid made available different options to submit consultation responses. These were online, by email, by post, or at inspection points and they were available throughout the consultation period.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	N TO T (please write this in capitals, you do not need a stamp).	
6.1.2.	Consultation responses received via any other method than those listed above, such as through social media, may not be formally recorded as part of the consultation.	No social media feedback has been recorded as a formal consultation response.
6.1.3.	Responses given orally, such as via telephone or in a meeting, may be considered in exceptional circumstances on a case-by-case basis where someone may not otherwise be able to respond to the consultation.	Conversations held over the phone or in meetings directed people to submit consultation responses online, by email, by post, or at inspection points. No oral feedback has been recorded as a formal consultation response as there were no requests for this to be done.
6.1.5.	All feedback will be handled in accordance with all applicable laws concerning the protection of personal data, including the UK **General Data Protection Regulation (GDPR)**.	National Grid are legally obligated to use personal information in line with all applicable laws concerning the protection of personal data, including the UK GDPR. For more information, see the full data privacy statement: nationalgrid.com/privacy-policy. Any personal information included in the feedback questionnaire will be handled, made available or used by the following recipients to record, analyse, and report on the feedback received: • National Grid; • PINs (which will administer our application for consent to build the Project – any details published as part of this process will be anonymised); • The SoS (who will take the decision on our application); • Our legal advisers; and • Consultants working on the Project.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
6.1.6.	More information on how National Grid will **use the information collected** about respondents will be made available in the consultation feedback questionnaire and on the Project website during the consultation period.	National Grid included in the feedback questionnaire the purposes of how the data will collected be used. The purposes included: • 'To analyse your feedback to the consultation; • To produce a Consultation Feedback Report, based on our analysis of responses (individuals will not be identified in that report.); • To write to you with updates about the results of the consultation and other developments if you have provided consent for us to do so; and • To keep up-to-date records of our communications with individuals and organisations.'
6.2.1	Following the close of the consultation all feedback will be collated, reviewed and analysed to understand key themes and concerns. Our proposals will be reviewed and, where appropriate, refined in light of feedback.	After the consultation closed, all feedback was analysed and headline issues are presented in **Chapter 9** of this report. Responses are thematically presented within this report with National Grid's response to those matters raised. **Chapter 9** of this report also outlines the changes made to the Project further to feedback received.
6.2.2	The proposed DCO application will be finalised, taking into consideration the feedback received from the consultation in accordance with Section 49 of the Planning Act.	**Chapter 9** of this report demonstrates the requirement to have regard to consultation responses (Section 49).
6.2.3.	A **Consultation Report** will be produced as part of the application for a DCO, as required by Section 37(3)(c) of the PA 2008. The report will include a summary of the consultation process undertaken in accordance with this SoCC and will set out how the feedback from the consultation has shaped and	This Consultation Report was produced as required by Section 37 (3)(c) of the PA 2008. This report comprises with a summary of the consultation process undertaken and how the feedback has

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	influenced the proposals as submitted within the application for a DCO.	shaped the proposals submitted within the application for a DCO.
6.2.4	Responses to the consultation and extracts of responses may be published as part of the report. Any responses that are published will have all personal details redacted.	National Grid are legally obligated to use personal information in line with all applicable laws concerning the protection of personal data, including the UK General Data Protection Regulation (GDPR). For more information, see the full data privacy statement: nationalgrid.com/privacy-policy. All responses have been fully redacted to ensure confidentiality of addresses and contact details.
6.2.5	Upon receipt of an application for a DCO, the Planning Inspectorate will decide whether the application meets the required standards to proceed to examination and will determine whether the statutory consultation process has been adequate. As part of this process, local authorities will be invited to provide an adequacy of the consultation response to the Planning Inspectorate.	Included for information completeness. National Grid will support stakeholders on their actions.
6.2.6.	The **Consultation Report** will be available online, alongside other application documents, once an application for a DCO has been accepted. Paper copies will be available from the Project Team on request and may be subject to a charge to cover printing and postage fees.	This Consultation Report can be found on the PINs website, as well as in the Project website. Paper copies of the report are available upon request. For more information, including printing and postage fees, please contact the project team at: • 0800 915 2497; • FREEPOST N TO T; and • contact@n-t.nationalgrid.com
6.3.1	If, following the statutory consultation, National Grid considers it is necessary to undertake further statutory consultation, this would be undertaken, so far as relevant, practicable and proportionate, in	A period of targeted consultation took place between 30 January 2025 and 17 April 2025. The targeted consultation was conducted in accordance with the principles of the PA 2008 and in line with the

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	accordance with the principles and methods set out in this SoCC or any update to it.	principles and methods set out in the SoCC. **Chapter 10** of this report provides further details on the three targeted consultations, one of which was statutory.
Contact us	If you would like to contact the Community Relations team, please get in touch via: 0800 915 2497 FREEPOST N TO T contact@n-t.nationalgrid.com nationalgrid.com/norwich-to-tilbury	National Grid made available the following options to submit the consultation response: telephone, post, email address and website for the consultation. The Project team were monitoring the phone calls and emails throughout the consultation period.

8.11 Publicising Pursuant to Section 48

8.11.1 Section 48 of the PA 2008 sets out how an Applicant must publicise its proposed application for development consent.

8.11.2 The Section 48 notice was first published in newspapers at the launch of consultation on the 10 April 2024. The Section 48 notice included the consultation end date of 18 June 2024.

8.11.3 The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and the Section 48 notice was republished detailing the consultation extension between 12 June 2024 to 20 June 2024.

8.11.4 A copy of both Section 48 notices can be found in **Appendix H** of this report. The updated Section 48 notice shows the specified time for responses to be considered, stating that:

'National Grid must receive all responses by 11:59pm on Friday 26 July 2024 to ensure their consideration'.

8.11.5 National Grid's Section 48 notice was written in order to meet all the requirements under Regulation 4 (3) of the APFP Regulations and to meet the requirements of The Infrastructure Planning (Publication and Notification of Applications etc.) (Amendment) Regulations 2020 which amended the APFP regulations.

Newspaper Advertisements

8.11.6 The statutory publicity requirements are set out in Regulation 4 (2) of the APFP Regulations. **Table 8.5** of this report provides a summary of the newspapers in which the Section 48 notice was published and the dates the notice ran for.

Table 8.5 Newspapers where the Section 48 Notice was Published

Newspaper	Dates
East Anglian Daily Times	10 April 2024 and 17 April 2024
Eastern Daily Press	10 April 2024 and 17 April 2024
London Gazette	10 April 2024
Guardian	An incorrect version of the Section 48 notice was published in the Guardian on 10 April 2024 The corrected version of the Section 48 notice was published in the Guardian on 17 April 2024
Essex Chronicle	11 April 2024 and 18 April 2024

8.11.7 An additional round of newspaper adverts were published as a result of the consultation extension following the announcement of the General Election. **Table 8.6** of this report provides a summary of the newspapers in which the notice for the extension of the consultation was published and the dates the notice ran for.

Table 8.6 Newspapers where the Section 48 Notice was Published – Consultation Extended Notice

Newspaper	Dates
East Anglian Daily Times	12 June 2024 and 19 June 2024
Eastern Daily Press	12 June 2024 and 19 June 2024
London Gazette	12 June 2024
The Guardian	12 June 2024
Essex Chronicle	13 June 2024 and 20 June 2024

Notices on Site

8.11.8 Copies of the Section 48 notice were also placed at 46 locations along the route placed approximately 5 km from each other. **Table 8.7** of this report provides the location of each site notice. A site notice location plan and photographs can be found in **Appendix H** of this report.

8.11.9 Site notices were also placed on 605 parcels of un-registered land. Photographs can be found in **Appendix H** of this report.

8.11.10 Through due diligence checks during the preparation for the route-wide PILs engagement in Summer 2025, it was identified that five parcels of un-registered land did not have site notices placed during statutory consultation in 2024. These five parcels of un-registered land were included as part of the route-wide PILs engagement in Summer 2025. See **Chapter 11** of this report for further details.

Table 8.7 Site Locations where the Section 48 Notice was Published

Number	Location	Number	Location
Location 1	Mangreen, Stoke Holy Cross, NR14	Location 24	Birchwood Road, Dedham, CO7
Location 2	The Vale, Swainsthorpe, Norwich, NR14	Location 25	Langham Road, Boxted Cross, CO4
Location 3	Flordon Road, Norwich, NR15	Location 26	Old Ipswich Road, Ardleigh, CO7
Location 4	Stickfer Lane, Norwich, NR16	Location 27	Fordham Road, West Bergholt, CO6

Number	Location	Number	Location
Location 5	Low Common Road, Norwich, NR16	Location 28	Little Bromley Road, Ardleigh, CO7
Location 6	Blackbarn Road, Norwich, NR16	Location 29	Green Lane, Colchester, CO6
Location 7	Heywood Road, Diss, IP22	Location 30	Gores Road, Coggeshall, CO6
Location 8	B1077, Diss, IP22 4XU	Location 31	Coggeshall Road, Colchester, CO5
Location 9	Millway Lane, Diss, IP22	Location 32	B1024, Colchester, CO5
Location 10	Burgate Road	Location 33	Park Road, Witham, CM8
Location 11	Wickham Road	Location 34	Fairstead Road, Chelmsford, CM3
Location 12	Mendlesham Road, Stowmarket, IP14	Location 35	Church Hill, Witham, CM8
Location 13	Unnamed Road, Stowmarket, IP14	Location 36	Leighs Road, Little Waltham, 3NH
Location 14	A1120, Stowmarket, IP14	Location 37	Woodhall Hill, Chelmsford, CM1
Location 15	B1113, Ipswich, IP6	Location 38	Unnamed Road, Writtle, CM1 3SD
Location 16	B1078, Stowmarket, IP14	Location 39	Writtle Road, Ingatestone, CM4
Location 17	Blood Hill, Somersham, Ipswich, IP8	Location 40	Ingatestone Road, Stock, CM4
Location 18	Bullen Lane, Bramford, IP8	Location 41	Hutton, Brentwood, CM13 1SS
Location 19	Spring Road, Ipswich, IP8	Location 42	Dunton Road, Ingrave, Brentwood
Location 20	Woodlands Road, Ipswich, IP7	Location 43	Doesgate Lane, Horndon on the Hill, RM14
Location 21	Sandpits Lane, Holton St Mary, CO7	Location 44	Horndon Road, Horndon on the Hill, SS17
Location 22	Unnamed Road, Colchester, CO4	Location 45	Buckingham Hill Road, Linford, SS17

Number	Location	Number	Location
Location 23	Grove Hill, Langham, Colchester, CO4	Location 46	Tilbury Substation, RM18

8.11.11 Throughout the consultation period, National Grid carried out weekly checks on the site notices to ensure that they were still visible and remained undamaged. National Grid replaced the site notices where required.

Prescribed Consultees

8.11.12 In accordance with Regulation 13 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) all prescribed Section 42(1)(a) consultees including environmental bodies were sent a copy of the Section 48 notice. The list of Section 42(1)(a) stakeholders can be found in **Appendix F** of this report.

8.12 Making Information Available and Enquiry Channels

8.12.1 The consultation materials were developed to support the statutory consultation process as identified in the SoCC, see **Appendix I** of this report.

Raising Awareness of the Statutory Consultation

8.12.2 National Grid developed two different consultation mailing zones aimed to publicise the statutory consultations. These zones are referred as the PCZ and the SCZ.

8.12.3 Other methods to raise further awareness of the Project ahead of statutory consultation have included:

- Issuing an interim community newsletter to all addresses within the 2023 PCZ providing an update following the 2023 non-statutory consultation (issued in December 2023); Offering to brief and update elected representatives, local interest groups, local planning authority officers and hard-to-reach groups about the current status of the Project, plans for the forthcoming statutory consultation, and how people can get involved;
- Engagement with the local media to raise awareness of the Project and each phase of consultation; and
- Providing updates to the Project website when new information is available.

Engagement with the Public

Primary Consultation Zone (PCZ)

8.12.4 The PCZ includes people and businesses with properties postcodes within 1 km of the Project's draft Order Limits, approximately 77,000 addresses. The zone has changed since the last round of consultation as a result of feedback and environmental studies as well as inclusion of construction information.

8.12.5 A community newsletter with Project information was sent to all the properties within the PCZ including the details of how to get involved in the consultation. The community newsletter included:

- A letter with website details with an overview of the proposals and Project map;
- Information on webinars and how to sign up;
- Information on how to book telephone or video appointments with the Project team and technical experts;
- Information on how to give feedback and speak to the Project team; and
- How to request feedback questionnaire and freepost envelopes.

8.12.6 A copy of the community newsletter issued to the PCZ can be found in **Appendix I11** of this report.

8.12.7 A postcard was issued to the PCZ on 6 June 2024 which provided details about the extension to the consultation (described in **Section 3.4.1** of this report). A copy of the postcard can be found in **Appendix I** of this report.

Secondary Consultation Zone (SCZ)

8.12.8 An additional wider SCZ was developed, comprising a 4 km buffer around the Project's draft Order Limits. Methods used in the SCZ included newspaper advertisements, press releases, posters, social media and other forms listed in **Appendix I** of this report.

Non-Prescribed Consultees

8.12.9 On 10 April 2024 a consultation letter was sent to all identified non-prescribed consultees. The letter provided details about the consultation, project, and how to respond (see **Appendix F** of this report).

8.12.10 As detailed in **Section 3.4.1**, the consultation was extended by five weeks. A letter detailing the extension, including the new consultation deadline was sent to the non-prescribed consultees on 5 June 2024 (see **Appendix F** of this report).

8.12.11 A full list of those consulted can be found in **Appendix I** of this report.

8.12.12 The responses from non-prescribed consultees have been analysed and headline issues are presented in **Chapter 9**.

Project Update Subscribers

8.12.13 Since the launch of the Project website, members of the public have been invited to sign-up with their email address to receive Project updates as the programme progresses. Throughout the statutory consultation (and afterwards), Project updates were sent to those who had subscribed to them.

8.12.14 Each notification was sent to approximately 2,641 email addresses.

8.12.15 Monthly project updates and their headlines comprise of:

- April 2024- 'Public consultation starts';

- May 2024- ‘We are extending our statutory consultation…’;
- June 2024- ‘Less than 1 month to go to have your say on Norwich to Tilbury’;
- July 2024- ‘1 week to go to have your say on Norwich to Tilbury’; and
- August 2024- ‘Consultation Update’.

8.12.16 Copies of the Project update notifications can be found in **Appendix I** of this report.

Materials Produced to Support Consultation

8.12.17 A collection of consultation materials were published at the launch of the consultation to ensure there was enough information available to enable people and organisations to understand and comment on any aspect of the Projects’ development and design.

8.12.18 The consultation materials included:

- **Project Background Document:** provided a summary of the Project including:
  - The background to the Project;
  - Information about design changes as a result of the 2023 non-statutory consultation;
  - Information about potential benefits and impacts of the Project;
  - How we might propose to mitigate any significant effects; and
  - Signposts for readers to more detailed information reports and how to provide feedback on the Project.
- **Community Newsletter 2024:** included details of the Project, information about the consultation, an overview of map of the Project area and how to provide feedback, along with a list of engagement activities throughout the consultation period;
- **Preliminary Environmental Information Report (PEIR)** and non-technical summary (NTS)*: contained a description of the Project, and a preliminary assessment of the likely significant environmental effects of the Project based on the initial information available at that time. It also sets out how we propose to reduce these effects and how we propose to maximise the benefits of the Project. The NTS of the PEIR was also developed;

A PEIR errata document was produced after the consultation launch. See **Section 8.12.20 of this report for more details.*

- **2024 Design Development Report:** an in-depth technical document detailing the design work that has been done to date, focusing on the work since the 2023 non-statutory consultation;
- **2024 Strategic Options Back Check and Review:** provided an updated overview if the appraisal approach used to date to consider strategic options. These are reviewed and backchecked on as part of the ongoing strategic options assessment and decision-making process;

- **2023 Non-Statutory Consultation Feedback Report:** summarised the feedback received during the 2023 non-statutory consultation and how it has been considered;
- **Project Maps:** a series of maps and plans showing the extent of the Project;
- **Consultation banners:** exhibition banners with information relating to the Project that was used at the public information events;
- **Interactive Project map:** an interactive map of the Project;
- **Consultation notices:** with details of the consultation and provided to statutory consultees as required under Section 48 of the PA 2008;
- **SoCC:** sets out how National Grid intends to consult statutory consultees, stakeholders, affected residents, businesses and local communities ahead of its application for development consent for the Project;
- **Feedback Questionnaire:** an online and paper feedback questionnaire to gather responses to the statutory consultation; and
- **Guide to Interacting with our Consultation Plans:** a guide that outlined the consultation maps and plans, and how to use them.

8.12.19 National Grid gave stakeholders and local community digital and non-digital opportunities to engage with the consultation materials through a dedicated website, public events and webinar events as well as via email, phone and Freepost.

PEIR Errata Document

8.12.20 After the consultation launched on the 10 April 2024, an errata and corrections log was prepared to accompany the PEIR in response to enquiries received from members of the public.

8.12.21 It provided a list of minor corrections that were noted in the PEIR since its issue as part of statutory consultation. A copy of the PEIR errata document can be found **in Appendix I** of this report.

8.12.22 The PEIR errata was available on the Project website from the 28 June 2024. There were more than 28 days left of the consultation.

8.12.23 On the 28 June 2024, letters were sent to the following consultees to notify them of the errata:

- Section 42(1)(a), (b) and (d) prescribed bodies notifying them of the errata;
- Parish councils affected by changes to the PEIR; and
- Communities that fell into the PEIR ‘map gap’. This refers to locations where it was identified that edges of maps had been clipped in the PEIR. Letters were sent to communities that potentially fell within those geographical areas to let them know where they could review the updated pages. More information is available in the PEIR errata and corrections log which can be found in **Appendix I18** of this report.

8.12.24 Copies of these letters can be found in **Appendix I** of this report.

Online Activities

8.12.25 National Grid was committed to ensuring that the consultation process and associated communication was made accessible to as many parts of the community as possible.

Project Website

8.12.26 National Grid set up a website to publish information on the Project along with consultation materials as well as historical project information.

8.12.27 The website included links to additional resources.

8.12.28 During the consultation period the Project website received 44,899 views.

8.12.29 Features of the Project website can be found in **Table 8.8** of this chapter.

Table 8.8 Website Features

Function	Rationale
Interactive project map	To enable members of the public to see how different components of the Project fit together and how they interact with the existing landscape
Document library	The document library including the following documents: • Project background document 2024; • Community newsletter 2024; • PEIR and NTS; • 2024 Design Development Report; • 2024 Strategic Options Back Check and Review; • 2023 Non-Statutory Consultation Feedback Report; • Project maps; • Consultation banners; • Consultation notices; • SoCC; • Feedback questionnaire; and • Guide to Interacting with our Consultation Plans. All historic project documents from previous consultations are also available in the Document Library
Frequently Asked Questions (FAQs)	To provide answers to FAQs without the need to contact the team or attend an in-person event
Online feedback questionnaire	To enable members of the public to submit their feedback online
Webinar sign-up form	To enable members of the public to sign up to webinars

Function	Rationale
Get in Touch	National Grid made a phone, email address and Freepost available for the public to provide their feedback during the consultation period. Contact details for landowners were also available on the Project website

Project Webinars

8.12.30 Six webinars were held during the consultation period to provide more information about the proposals. These webinars were available to the general public. More information about the webinars can be found in **Table 8.9** of this chapter.

8.12.31 These webinars were also recorded, and the recording was available on the Project website.

8.12.32 The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and five of the webinars were re-arranged.

8.12.33 On the 28 May 2024, an email notification was sent to approximately 150 members of the public who had signed up for the webinars to advise they would be re-scheduled.

8.12.34 On the 3 June 2024, a follow-up email notification was sent to the same 150 members of the public with the new confirmed dates.

8.12.35 Copies of the email notifications can be found in **Appendix I** of this report.

Table 8.9 Summary of Project Webinars

Webinar	Date	Number of attendees
Norwich to Tilbury Project Overview One*	Wednesday 17 April, 6pm-7pm	40
Section A and B South Norfolk and Mid Suffolk	Wednesday 10 July, 6pm-7pm Originally scheduled for 29 May 2024	43
Section C and D Babergh, Tendring and Colchester	Thursday 11 July, 6pm-7pm Originally scheduled for 30 May 2024	31
Section E and F – Braintree and Chelmsford	Tuesday 16 July, 6pm-7pm Originally scheduled for 5 June 2024	40
Section G and H Basildon, Brentwood and Thurrock	Wednesday 17 July, 6pm-7pm Originally scheduled for 6 June 2024	42

Webinar	Date	Number of attendees
Norwich to Tilbury Project Overview Two	Thursday 18 July, 6pm-7pm Originally scheduled for 12 June 2024	13

**British Sign Language interpretation was available*

Public Information Events

8.12.36 National Grid held a combination of in-person events throughout the consultation period, providing an opportunity to view consultation materials and speak to members of the Project team. Information about the proposals were on display, including the interactive map, as well as copies of maps and technical documents. Members of the Project team were available to talk through the proposals and answer any questions.

8.12.37 The public information events were held across the local area and were accessible and inclusive to the public. More information about the public information events can be found in the **Table 8.10** of this chapter.

Table 8.10 Summary of Public Information Events

Date and Time	Venue	Number of attendees
Wednesday 24 April, 12pm-5pm	Towngate Theatre, St Martin's Square, Basildon, Essex, SS14 1DL	38
Thursday 25 April, 2pm-7pm	The Brentwood Centre, Doddinghurst Road, Pilgrims Hatch, Brentwood, CM15 9NN	107
Saturday 27 April, 11am-4pm	Chelmsford City Racecourse, Chelmsford, CM3 1QP	387
Tuesday 30 April, 12pm-5pm	Gislingham Village Hall, Mill Street, Gislingham, IP23 8JT	240
Wednesday 1 May, 11am-4pm	Copdock Village Hall, Old London Road, Copdock, IP8 3JN	109
Friday 3 May, 1-6pm	Needham Market Community Centre, School St, Needham Market, Ipswich IP6 8BB	171
Saturday 4 May, 11am-4pm	Lawford Venture Centre 2000, Bromley Road, Lawford, Manningtree CO11 2JE	131
Wednesday 8 May, 2pm-7pm	The Civic Hall, Blackshots Lane, Grays, RM16 2JU	36
Thursday 9 May, 1pm-6pm	Thorpe Hall, Ashwell Thorpe and Fundenhall Community Centre, Muskett Road, Ashwellthorpe, NR16 1FD	95

Date and Time	Venue	Number of attendees
Friday 10 May, 1pm-6pm	Tibenham Community Hall, Pristow Green Lane, Tibenham, Norwich NR16 1PX	215
Tuesday 14 May, 11am-4pm	Witham Public Hall, Collingwood Road, Witham, CM8 2DY	146
Wednesday 15 May, 1pm-6pm	Diss Town Football Club, Diss, IP22 4QP	191
Thursday 16 May, 2pm-7pm	Langham Community Centre, School Road, Langham, Colchester, CO4 5PA	302
Friday 17 May, 1pm-6pm	Great Bromley Village Hall, Parsons Hill, Great Bromley, Colchester, CO7 7JA	91

Inspection Points

8.12.38 Paper copies of the statutory consultation community newsletter and feedback questionnaire were made available to collect at 25 public inspection points during the consultation. In addition to this, reference copies of the 2024 Project Background Document and the NTS of the PEIR were also available at the inspection points.

8.12.39 The SoCC listed 14 inspection points that were located within or in close proximity to the 2024 preferred draft alignment.

8.12.40 In addition to the 14 inspection points outlined in the SoCC, the Project team made the documents available in an additional 11 other locations. This decision was made in response to requests from the public and stakeholders.

8.12.41 A list of inspection point locations available during the statutory consultation can be found in **Table 8.11** of this chapter, whilst full address details, and opening times can be found in **Appendix I** of this report.

Table 8.11 Inspection Points

Location	Location	Location
Inspection points listed in the SoCC		
Long Stratton Library	Norwich Library	Prettygate Library
Tuckswood Library	Diss Library	Wivenhoe Library
Stowmarket Library	Capel St Mary Library	Stanway Library
Coggeshall Library	Chelmsford Central Library	Greenstead Library
Colchester Library	Tilbury Library	

Location	Location	Location
Additional inspection points		
Manningtree Library	Basildon Library	Hatfield Peverel Library
Witham Library	Brentwood Library	Brentwood Town Council
Chadwell Library	Ingatestone Library	Writtle Library
Ipswich Library	East Tilbury Hub and Library	

8.12.42 On 9 May 2024, contact was made with all the inspection points and the following additional requests were made for information:

- Stowmarket Library – 10 feedback questionnaires, 10 foldable maps, 10 community newsletters;
- Chelmsford Central Library – six feedback questionnaires, six foldable maps, six community newsletters;
- Ipswich Library – a full library consultation document pack; and
- Brentwood Library – five community newsletters.

Promotional Activity – Press and Social Media

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

- placing advertisements in local and regional newspapers providing information about the statutory consultation and how to get involved. See **Table 8.12** of this chapter for the schedule of adverts and **Appendix I** of this report for copies of the adverts; and
- placing advertisements on social media to target different demographics and to include those who might not otherwise engage with the statutory consultation. See **Table 8-12** of this report for information about the social media campaigns.

Table 8.12 Newspaper Adverts Schedule

Publication	Date(s)	Type
Consultation Launch		
East Anglian Daily Times	10 April 2024 and 17 April 2024	Full page advert
Eastern Daily Press	10 April 2024 and 17 April 2024	Full page advert
Essex Chronicle	11 April 2024 and 18 April 2024	Full page advert

Publication	Date(s)	Type
The consultation was extended by a period of five weeks as detailed in Section 3.4.1 and newspaper adverts were republished with the new consultation deadline		
East Anglian Daily Times	12 June 2024 and 19 June 2024	Half page advert
Eastern Daily Press	12 June 2024 and 19 June 2024	Half page advert
Essex Chronicle	13 June 2024 and 20 June 2024	Half page advert

8.12.44 A social media campaign ran from 15 April 2024 to 26 April 2024 across Facebook, Instagram and X (formerly Twitter). Each advert directed users to visit the Project website and engage with the statutory consultation, with adverts targeted at users living within the PCZ and SCZ and nearby communities.

8.12.45 The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and a second social media campaign ran from 2 July 2024 to 16 August 2024 across Facebook and Instagram.

8.12.46 The traffic generated from the social media campaigns is set out in **Table 8.13** of this chapter.

Table 8.13 Social Media Campaign

Platform	Campaign dates	Total Impressions
Facebook, Instagram and X (formerly Twitter)	15 April 2024 – 26 April 2024	1,696,536
Facebook and Instagram	2 July 2024 – 16 August 2024	1,150,937

8.12.47 Copies of the social media adverts can be found in **Appendix I** of this report.

Additional Engagement Activities Undertaken

8.12.48 In addition to in-person, online events and inspection points, briefings were arranged with 13 councils prior and during the consultation period. As the General Election took place during consultation period, the briefings were given to former and new (newly elected and re-elected) MPs.

8.12.49 These briefings showed the proposals in each area and how National Grid consulted with local communities. It also gave the opportunity to former and new MPs to provide their feedback. The briefings are included in **Table 8.14** of this chapter.

Table 8.14 Local Authority, MP and Parish Council Meetings

Date	Council / MP	Method of engagement	Attendees
10 April 2024	Priti Patel MP	Virtual	1
12 April 2024	Suffolk County Council	Virtual	4
15 April 2024	Colchester City Council	Virtual	5
15 April 2024	South Norfolk District Council	Virtual	11
15 April 2024	John Baron MP	Virtual	1
16 April 2024	Babergh and Mid Suffolk District Councils	Virtual	34
16 April 2024	Tendring District Council	Virtual	4
16 April 2024	Thurrock Council	Virtual	1
16 April 2024	James Cartlidge MP	Virtual	1
17 April 2024	Norfolk County Council	Virtual	2
17 April 2024	Basildon and Brentwood Councils	Virtual	8
22 April 2024	Chelmsford City Council	Virtual	17
22 April 2024	Essex County Council	Virtual	5
23 April 2024	Braintree District Council	Virtual	4
25 April 2024	Dan Poulter MP	Virtual	1
25 April 2024	Sir Bernard Jenkins MP	Virtual	1
15 July 2024	Basildon Borough	Virtual	3
15 July 2024	Brentwood Borough	Virtual	3
15 July 2024	Colchester City Council	Virtual	0
15 July 2024	Essex County Council	Virtual	3
15 July 2024	Thurrock Council	Virtual	2

8.13 Engaging Seldom Heard Groups and Key Stakeholders

8.13.1 Seldom heard groups are defined as being inaccessible to most traditional and conventional methods of consultation for any reason. National Grid undertook research to identify local seldom heard organisations and worked with LPAs and other bodies as needed to identify additional groups. The approach was defined as

part of the development of the SoCC, giving LPAs the opportunity to influence this strategy. The methods and tools as identified within the SoCC are included in **Table** 8.15 of this chapter.

Table 8.15 Seldom Heard Engagement Tools

Seldom Heard Group	Consultation approach
Older people:	National Grid engaged with older people by mailing the Community Newsletter to all properties within the PCZ providing details of how to access digital and paper copies of other documents. The public was able to engage and submit their feedback through conventional communication channels including by post and telephone if deemed necessary. Online engagement was also available through online webinars and the Project website provided information about the Project including maps and online feedback questionnaire. National Grid provided the consultation materials in alternative format on a case-by-case basis. In-person Public Information Events were organised at a variety of locations and times across the route of the Project. Online webinars sessions were available for those with further questions, featuring a booking system which will take into consideration individual needs. Social media and newspaper advertising was published across the PCZ, SCZ and further afield. Paper copies of the consultation materials were available at inspection points locations along with contact details for the Project Team, who were able to provide further assistance and send selected consultation documents to those who were unable to access the material online.
People with visual impairments:	National Grid engaged with people with visual impairments by providing the consultation banners audio guide on request. Other consultation materials in alternative format (including alternative font sizes) were considered on a case by-case basis. In addition, the project website was available with enlarged text if required.
People with hearing impairments:	National Grid engaged with people with hearing impairments by providing a British Sign Language interpreter in the online webinar on Wednesday 17 April, 6pm-7pm, Norwich to Tilbury Project Overview One.
People with limited mobility / disability:	National Grid engaged with people with limited mobility by mailing the Community Newsletter to all properties within the PCZ providing details of how to access digital and paper copies of other documents. The public was able to engage and submit their feedback through conventional communication channels including by post and telephone if deemed necessary. Online engagement was also available through online webinars and the Project website provided information about the Project including

Seldom Heard Group	Consultation approach
	maps and online feedback questionnaire. National Grid provided the consultation materials in alternative format on a case-by-case basis. In-person Public Information Events were organised at a variety of locations and times with disabled access, across the route of the Project. Online webinars sessions were available for those with further questions, featuring a booking system which will take into consideration individual needs. The Project website was available throughout the consultation period provided opportunities for the public to provide feedback. Social media and newspaper advertising was published across the PCZ, SCZ and further afield.
Youth groups:	National Grid aimed to reach young people to have their say and shape the plans. A young adult explainer document about the Project was produced and shared with all secondary school, sixth forms, colleges and universities within the consultation zone of the Project. National Grid emailed over 100 secondary schools, sixth form colleges and universities to raise awareness of the consultation, promote the youth webinar and provide a digital copy of youth explainer document. National Grid held two pop up events and one webinar to engage with young people. • The event at University of East Anglia (UEA) involved a pop-up stall in the main square at the campus on Monday 13 May from 10:00 – 14:00 which engaged with 15 people; • At the University of Essex, National Grid took part in the weekly Thursday Market on 23 May at 10:00 – 14:00 and engaged with 18 people; and • A webinar was held on the evening of Tuesday 21 May from 18:00 – 19:00. This engaged with five people. Social media and newspaper advertising was part of the consultation publicity to reach the younger generation across the PCZ, SCZ and further afield. The Project website was also available during the consultation period for the youth to review and have their say.
Carers and families with young children:	National Grid posted the Community Newsletter to all properties within the PCZ providing details of how to access the digital and paper copies of other documents and provide feedback by post if needed. National Grid made available different options to engage through conventional and digital channels providing flexibility to the public. Public Information Events and webinars sessions were organised at a variety of locations and times across the route of the Project. The Project website was available throughout the consultation period provided opportunities for the public to provide feedback. Social media and newspaper advertising was published across the PCZ, SCZ and further afield.

Seldom Heard Group	Consultation approach
Economically inactive individuals:	National Grid delivered online engagement through online webinars. The Project website allowed the public to access the Project information, including the interactive Project maps, and provide their feedback throughout the consultation period. National Grid made available other methods of engagements such as conventional engagement through post. Social media and newspaper advertising was delivered across PCZ, SCZ and further afield.
Geographically isolated individuals or communities:	National Grid engaged the geographically isolated individuals and communities by mailing the Community Newsletter to all properties within the PCZ providing details of the consultation and how to access the digital and paper copies of other documents and feedback. Public Information Events and webinars sessions were organised at a variety of locations and times across the route of the Project. The Project website was available throughout the consultation period gave opportunity for the public to provide feedback. Social media and newspaper advertising was published across the PCZ, SCZ and further afield.
Locally under-represented minority ethnic groups (such as black, Asian and minority ethnicity):	National Grid engaged with locally under-represented minority ethnic groups (such as black, Asian and minority ethnicity) through community groups representing minority ethnic groups to offer engagement opportunities.
English as a Second Language (ESL):	National Grid provided the consultation materials in alternative language upon reasonable request.
Travellers:	National Grid engaged with travellers through the community groups representing travellers to offer engagement opportunities: A full list of those consulted can be found in **Appendix I** of this report.
Digitally isolated:	National Grid engaged with digitally isolated individuals by contacting community groups representing digitally isolated groups to offer engagement opportunities: • National Grid posted the Community Newsletter to all properties within the PCZ providing details of how to access the digital and paper copies of other documents and provide feedback by post if needed. • Paper copy of the consultation materials was available at inspection points locations along with contact details for the Project Team, who were able to provide further assistance and send selected consultation documents to those who were unable to access the material online. A full list of those consulted can be found in **Appendix I** of this report.

9. Responses to Statutory Consultation

9.1 Introduction

9.1.1 Statutory consultation was held between 10 April 2024 and 26 July 2024 and provided the opportunity for the public and stakeholders to see how the Project had evolved since the 2023 non-statutory consultation, and comment on further detailed engineering design and environmental assessment work.

9.1.2 The statutory consultation closed at 23:59 on the 26 July 2024.

9.1.3 A total of 12,996 feedback submissions were received during the consultation period from community stakeholders and consultees, along with members of the local community. This comprised of 2,310 feedback questionnaires (433 paper copies and 1,877 submitted online), 6,499 emails sent to the project inbox, and 4,187 letters (including 4,099 slips of the same feedback)

9.1.4 All feedback received before the 26 July 2024 has been considered in the reporting process for **Sections 9.5** to **9.7** of this report.

9.1.5 National Grid continued to review and consider all late feedback that was received after the close of the 2024 statutory consultation (26 July 2024). This feedback is summarised in **Section 9.8** of this report.

9.1.6 **Chapter 9** is structured as follows:

- **Section 9.2: Responses Received to the Statutory Consultation:** outlines the Section 42(1)(a),Section 42(1)(b),Section 42(1)(d) and Section 47 consultees who responded to the consultation;
- **Section 9.33: Feedback Questionnaire**: contains a breakdown of the questionnaire and the types of questions asked;
- **Section 9.5: Responses to Closed Questions:** presents and discusses the results of the closed questions on the questionnaire;
- **Section 9.6: Findings from the Statutory Consultation:** presents and discusses the feedback gathered via the open questions on the questionnaire, or via other open formats; and
- **Section 9.7: Summary of Changes made Following Feedback Received from Statutory Consultation:** outlines the changes made to the Project further to feedback received.
- **Section 9.8: Ongoing Engagement:** details the headline issues raised between the close of the statutory consultation and the beginning of the targeted consultations.

9.2 Responses Received

9.2.1 Responses were received from 91Section 42(1)(a) consultees. A full list of the Section 42(1)(a) consultees who were consulted and those who responded can be found in **Appendix F** of this report.

9.2.2 Responses were received from 24Section 42(1)(b) consultees. A full list of the Section 42(1)(b) consultees who were consulted and those who responded can be found in **Appendix F** of this report.

9.2.3 A full list of the Section 42(1)(d) consultees who were consulted and those who responded can be found in **Appendix G** of this report.

9.2.4 Responses were received from 37 non-prescribed consultees and key stakeholder organisations. A full list of the non-prescribed consultees and key stakeholder organisations who were consulted and those who responded can be found **in Appendix I** of this report.

9.3 Feedback Questionnaire

9.3.1 The feedback questionnaire asked a total of 28 questions, including a mix of closed and open questions.

9.3.2 The feedback questionnaire can be found in **Appendix I** of this report and consisted of 10 sections as detailed in **Table 9.1** of this report.

Table 9.1 Questionnaire Sections and Question Types

Section	Question	Type
About You	Your Details	Closed Questions
	Q1	Closed / Open
Section A South Norfolk	Q2, Q3 and Q4	Open
Section B Mid Suffolk	Q5, Q6 and Q7	Open
Section C and D Babergh, Tendring and Colchester	Q8 and Q9	Open
Section E Braintree	Q10 and Q11	Open
Section F Chelmsford	Q12 and Q13	Open
Section G Basildon and Brentwood	Q14 and Q15	Open
Section H Thurrock	Q16 and Q17	Open
General Considerations	Q18	Open
Our Consultation	Q19 and Q20	Closed / Open
	Q21 and Q22	Closed

Section	Question	Type
	Q23	Open
	Q24, Q25, Q26 and Q27	Closed
	Q28	Open

9.3.3 The results of both the closed (quantitative) and open (qualitative) questions are further detailed in **Section 9.5** of this chapter.

9.3.4 Feedback on the Project could be provided through the questions and comment boxes in the feedback questionnaire (either online or in hard copy) or otherwise as a bespoke response issued by email or letter.

9.4 Analysing Responses to the Statutory Consultation

9.4.1 The responses to the closed questions were analysed and the outcome of this analysis is set out in **Section 9.5** of this chapter. With regards to the percentages on the graphs in **Section 9.5**, the numbers have been rounded up or down (to the nearest whole number) to provide the percentage and, as such, there will be times when the totals are not equal to 100%.

9.4.2 To analyse the responses received to the open questions, a coding framework was used based on the structure of the consultation feedback questionnaire. This enabled the grouping of responses into headline issues which was considered a reasonable and proportionate approach given the volume of feedback received and preferable to setting out each individual item of feedback in this report which would lead to more duplication.

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

9.4.4 A coding framework and classification tree was created to code all written/longform feedback – this comprised of letters, emails, and the free text sections on the feedback questionnaire.

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

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

9.4.7 All responses, regardless of their origin, were analysed by the Project team and assigned codes based upon the content of the response(s) provided. All responses have been fully redacted to ensure confidentiality of addresses and contact details.

9.4.8 As required by Planning Inspectorate (PINs)Guidance on Nationally Significant Infrastructure Projects (NSIPs): Advice on the Consultation Report (August 2024), a checking system was put in place to ensure that comments were correctly identified and grouped. A full project brief and training was provided to the analysis team to ensure that they understood the classification tree and how to apply this to responses, as well as daily calls to discuss comments or to check coding. Quality assurance checks were undertaken by a senior analyst on 10% of the data to ensure that responses were accounted for and analysed correctly.

9.4.9 Summary tables have been separated into sections of the Project as consulted on (such as 'South Norfolk' and 'Mid Suffolk'), and within each table categories are grouped into headline issues (such as 'Agricultural land' and 'Community/Social Impact')

9.4.10 Grouping headline issues, statements and feedback enables a structured and organised report which is user-friendly. Throughout this process, the detail of comments is not lost in any way, with new code summaries added with each new piece of feedback.

9.4.11 All categories and responses from each consultation can be found:

- **Appendix B** of this report: summary of responses received to the 2022 non-statutory consultation and National Grid's regard had to those comments;
- **Appendix C** of this report**:** summary of responses received to the 2023 non-statutory consultation and National Grid's regard had to those comments;
- **Chapter 9** of this report**:** summary of responses received to statutory consultation and National Grid's regard had to those comments;
- **Chapter 10**of this report**:** summary of responses received to the three targeted consultations and National Grid's regard had to those comments; and
- **Chapter 11** of this report**:** summary of responses received to the additional persons with interest in lands (PILS) engagement in 2025, and other feedback until 31 July 2025 and National Grid's regard had to those comments.

9.5 Responses to Questions

9.5.1 This section presents feedback gathered through the questions on the feedback questionnaire (**Table 9-1** of this report) during the statutory consultation period.

9.5.2 National Grid has had regard to the feedback provided through the response questions, using these to help guide understanding of public sentiment and the key areas of interest to assist as the proposals have been further developed.

Question 1

9.5.3 Question 1 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

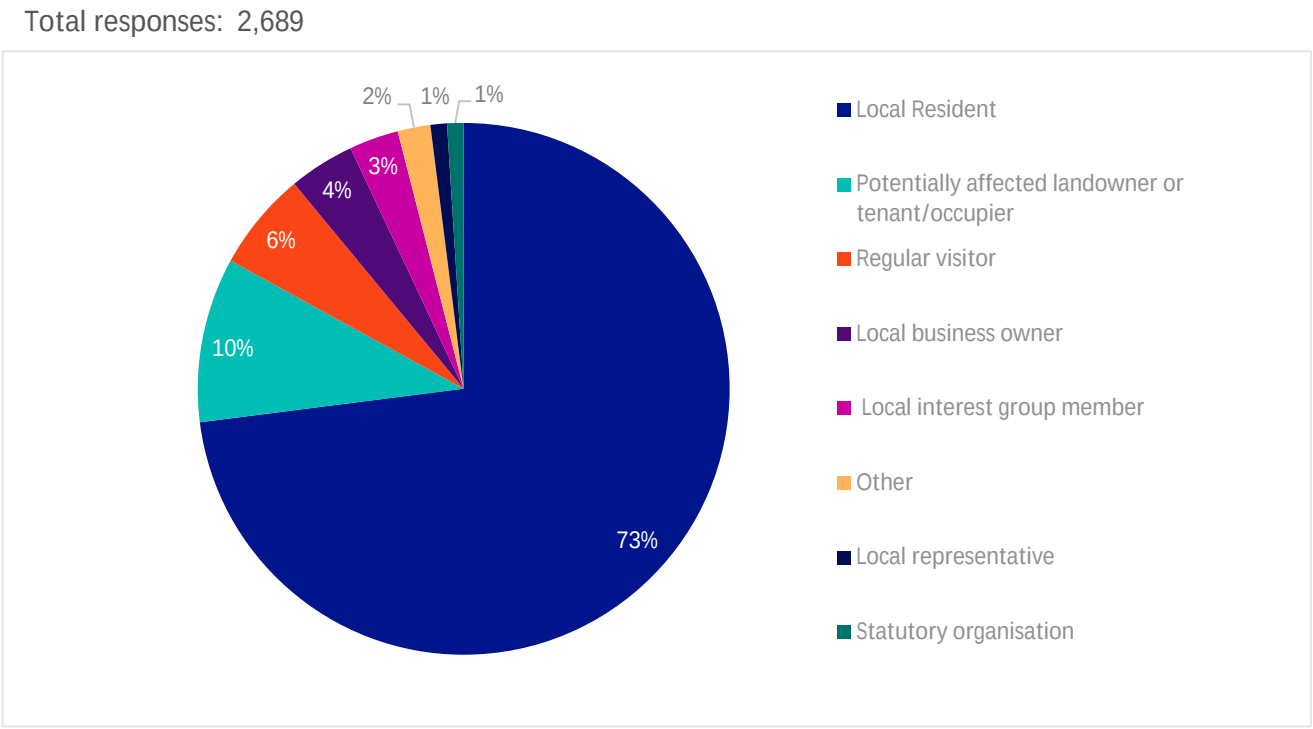
'How would you describe your interest in Norwich to Tilbury?'

9.5.4 Respondents could select more than one option. A total of 2,266 respondents answered this question, resulting in 2,689 responses. See Figure 9.1 of this report.

9.5.5 The largest category of responses was 'Local resident', with 73% of responses selecting this option. The next most frequent category was ''Potentially affected landowner or tenant/occupier' with 10% of responses for this option. A small percentage of responses were received from 'Regular visitor' (6%), 'Local business owner' (4%), 'Local interest group member' (3%), and 'Other' (2%). The final small number of responses were for 'Local representative' (1%) and 'Statutory organisation' (1%).

9.5.6 Some of the common 'Other' responses comprised of councillors, land agents and environmental representatives.

Figure 9.1 Question 1: How would you describe your interest in Norwich to Tilbury



Question 2

9.5.7 In relation to Section A South Norfolk, Question 2 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

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

9.5.8 A list of key Project features was provided for Section A South Norfolk.

9.5.9 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 3

9.5.10 In relation to Section A South Norfolk, Question 3 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

'Do you have any comments on both alternatives being presented at the Waveney Valley?'

9.5.11 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 4

9.5.12 In relation to Section A South Norfolk, Question 4 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

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

9.5.13 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 5

9.5.14 In relation to Section B Mid Suffolk, Question 5 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

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

9.5.15 A list of key Project features was provided for Section B Mid Suffolk.

9.5.16 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 6

9.5.17 In relation to Section B Mid Suffolk, Question 6 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

'Do you have any comments on both alternatives being presented for the Waveney Valley area?'

9.5.18 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 7

9.5.19 In relation to Section B Mid Suffolk, Question 7 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

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

9.5.20 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 8

9.5.21 In relation to Sections C and D Babergh, Tendring and Colchester, Question 8 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

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

9.5.22 A list of key Project features was provided for Sections C and D Babergh, Tendring and Colchester.

9.5.23 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 9

9.5.24 In relation to Sections C and D Babergh, Tendring and Colchester, Question 9 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

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

9.5.25 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 10

9.5.26 In relation to Section E Braintree, Question 10 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

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

9.5.27 A list of key Project features was provided for Section E Braintree.

9.5.28 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 11

9.5.29 In relation to Section E Braintree, Question 11 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

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

9.5.30 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 12

9.5.31 In relation to Section F Chelmsford, Question 12 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

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

9.5.32 A list of key Project features was provided for Section F Chelmsford.

9.5.33 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 13

9.5.34 In relation to Section F Chelmsford, Question 13 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

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

9.5.35 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 14

9.5.36 In relation to Section G Basildon and Brentwood, Question 14 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

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

9.5.37 A list of key Project features was provided for Section G Basildon and Brentwood.

9.5.38 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 15

9.5.39 In relation to Section G Basildon and Brentwood, Question 15 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

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

9.5.40 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 16

9.5.41 In relation to Section H Thurrock, Question 16 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

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

9.5.42 A list of key Project features was provided for Section H Thurrock.

9.5.43 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 17

9.5.44 In relation to Section H Thurrock, Question 17 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

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

9.5.45 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 18

9.5.46 Within a *General Considerations section* of the feedback questionnaire, Question 18 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

'Is there anything you would like us to consider as we finalise our proposals?'

9.5.47 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 19

9.5.48 Question 19 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

'How did you hear about this consultation?'

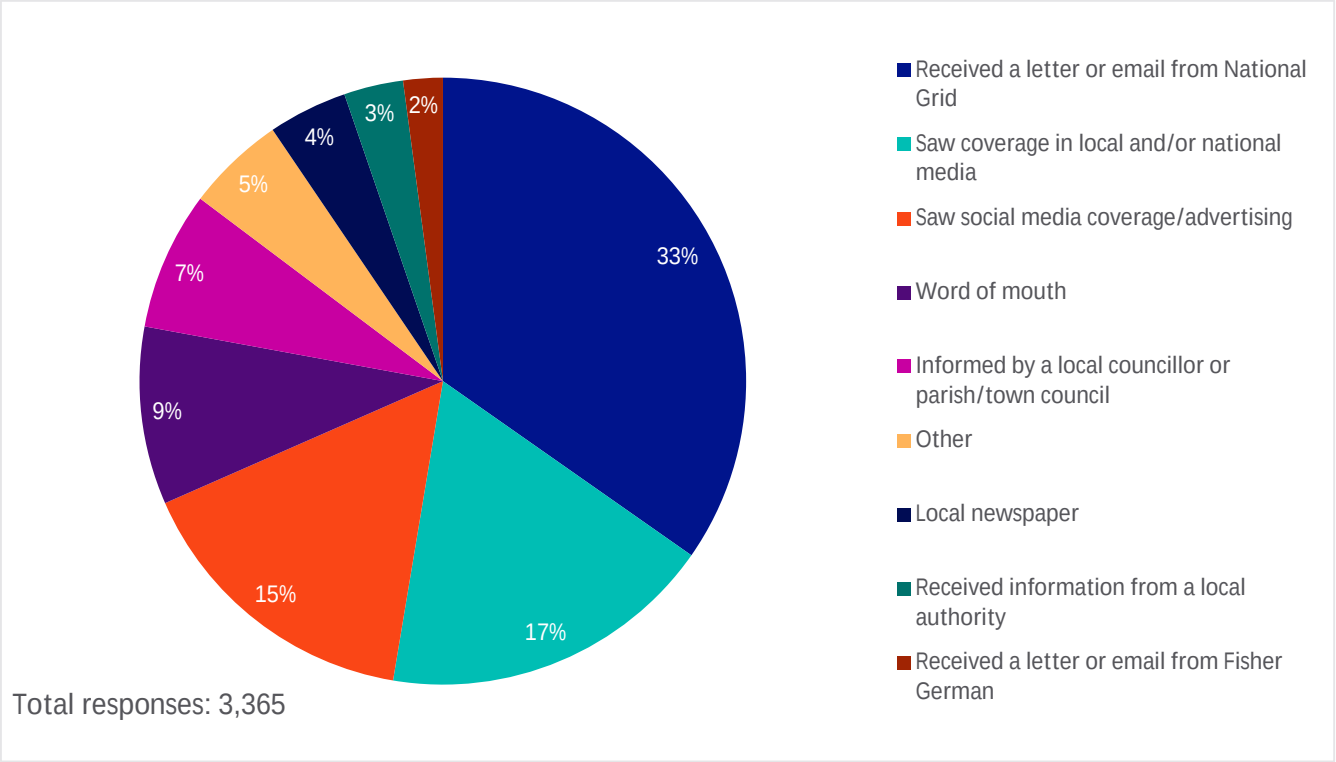
9.5.49 Respondents could select more than one option. A total of 2,144 respondents answer red this question, resulting in 3,365 responses. See **Figure 9.2** of this report **Figure** 9.3.

9.5.50 In response to question 19, the most popular method was by receiving a letter or email from National Grid with 33% of responses for this option. 'Saw coverage in local and/or national media' was the next most popular method with a 17% of total responses for this option.

9.5.51 The least popular method of publicity was by receiving a letter or email from Fisher German with only 2% of total responses for this option. Other feedback methods and response numbers are detailed in **Figure 9.2** of this report.

9.5.52 5% of responses were 'Other'. Respondents who selected this option were asked to provide detail and common responses comprised of notification from local businesses/campaigns, Google searches and information at local libraries.

Figure 9.2 Question 19: How did you hear about this consultation



Question 20

9.5.53 Question 20 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

'Please rate the information we have published in terms of how clearly it was presented and how easy it was to understand'

9.5.54 A total of 2,077 respondents answered this question, see **Figure 9.3** of this report.

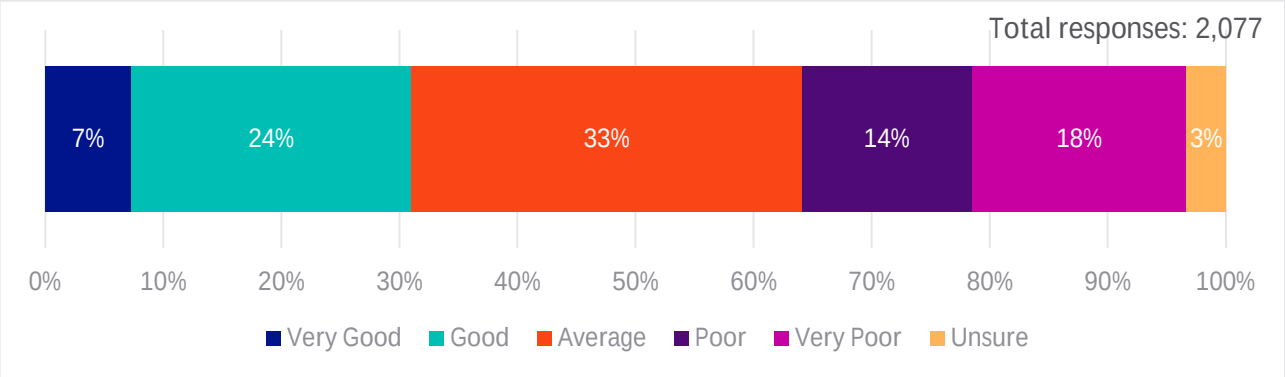
9.5.55 In response to question 20, 31% of respondents rate the information as 'Good' or 'Very Good'. A third of respondents (33%) rate the information as 'Average' whilst 3% of respondents were 'Unsure'. The remaining 32% of respondents felt that the presented information was 'Poor' or 'Very poor'.

9.5.56 Respondents were also asked:

'Tell us more about why you selected the above option.'

9.5.57 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Figure 9.3 Question 20: Please rate the information we have published in terms of how clearly it was presented and how easy it was to understand



Question 21

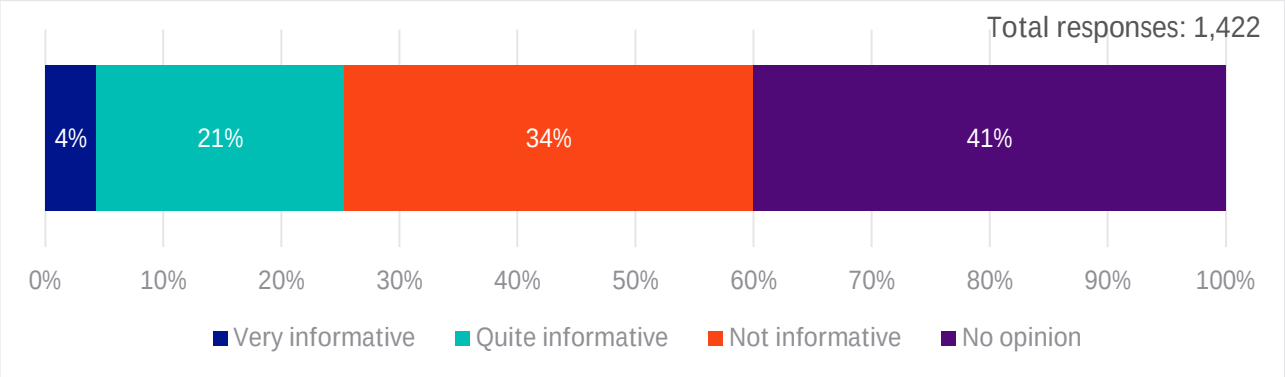
9.5.58 Question 21 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

'If you attended one of our public information events, how did you find it?'

9.5.59 A total of 1,422 respondents answered this question, see **Figure 9.4** of this report.

9.5.60 In response to question 21, 4% of respondents described the public consultation events as *'Very informative'* and just over a fifth of respondents (21%) described them as *'Quite informative'.* 34% of respondents found the information events *'Not informative'* whilst the remaining two fifths (41%) of respondents had *'No opinion'.*

Figure 9.4 Question 21: If you attended one of our public information events, how did you find it



Question 22

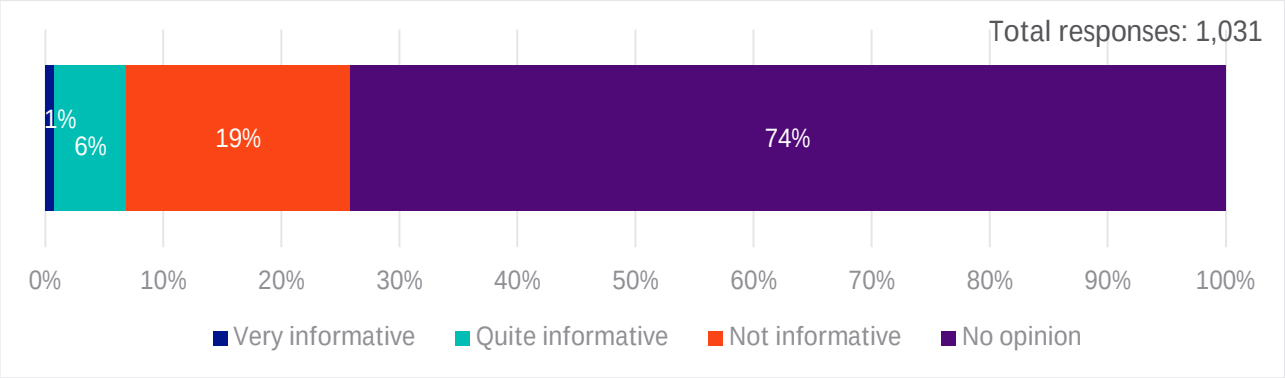
9.5.61 Question 22 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

'If you attended one of our online webinars, how did you find it?'

9.5.62 A total of 1,031 respondents answered this question, see **Figure 9.5** of this report.

9.5.63 In response to question 22, 1% of respondents described the online webinars as *'Very informative'* and 6% of respondents described them as *'Quite informative'.* 19% of respondents found the information events *'Not informative'* whilst the remaining almost three quarters (74%) of respondents had *'No opinion'.*

Figure 9.5 Question 22: If you attended one of our online webinars, how did you find it



Question 23

9.5.64 Question 23 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

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

9.5.65 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

Question 24

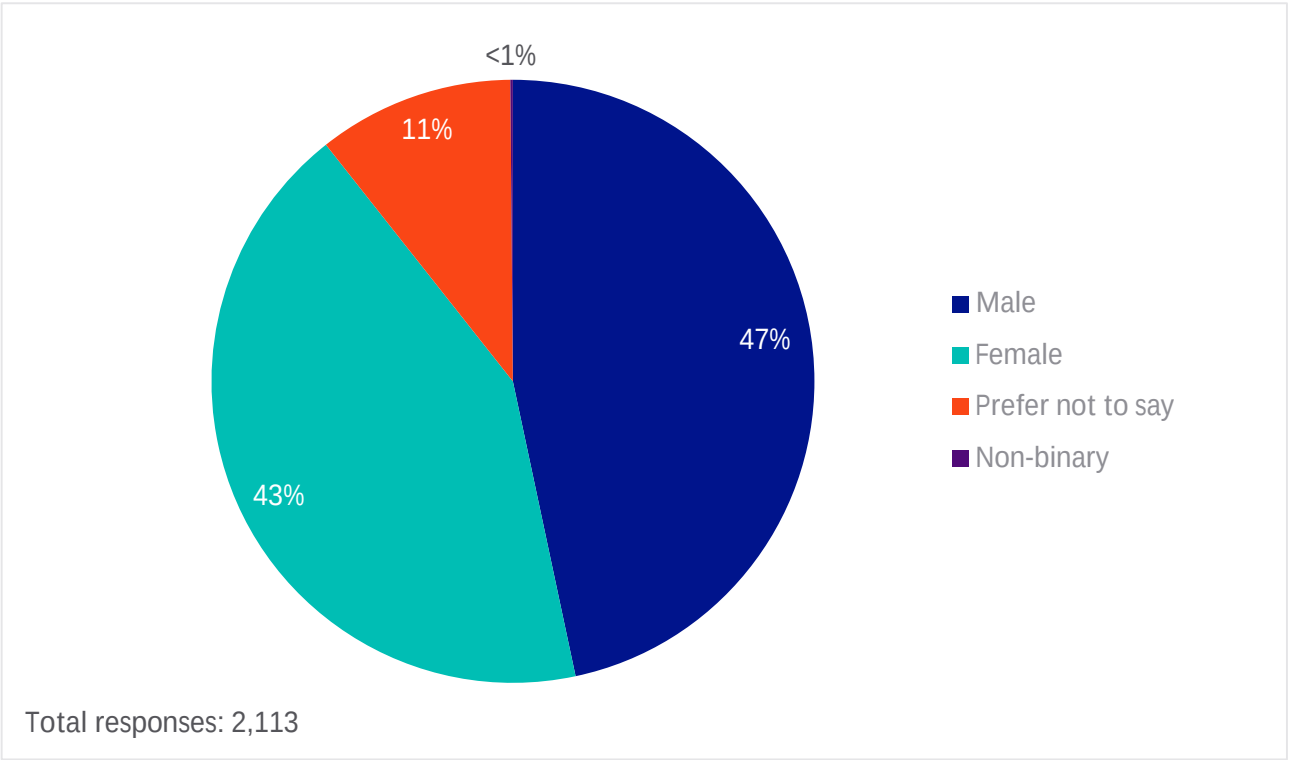
9.5.66 Question 24 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

'What is your gender?'

9.5.67 A total of 2,117 respondents answered this question, see **Figure 9.6** of this report.

9.5.68 In response to question 24, 47% of responses came from males, and 43% of responses were from females. <1% of respondents categorised themselves as 'Non-binary'. The remaining 11% of respondents did not wish to provide their gender.

Figure 9.6 Question 24: What is your gender



Question 25

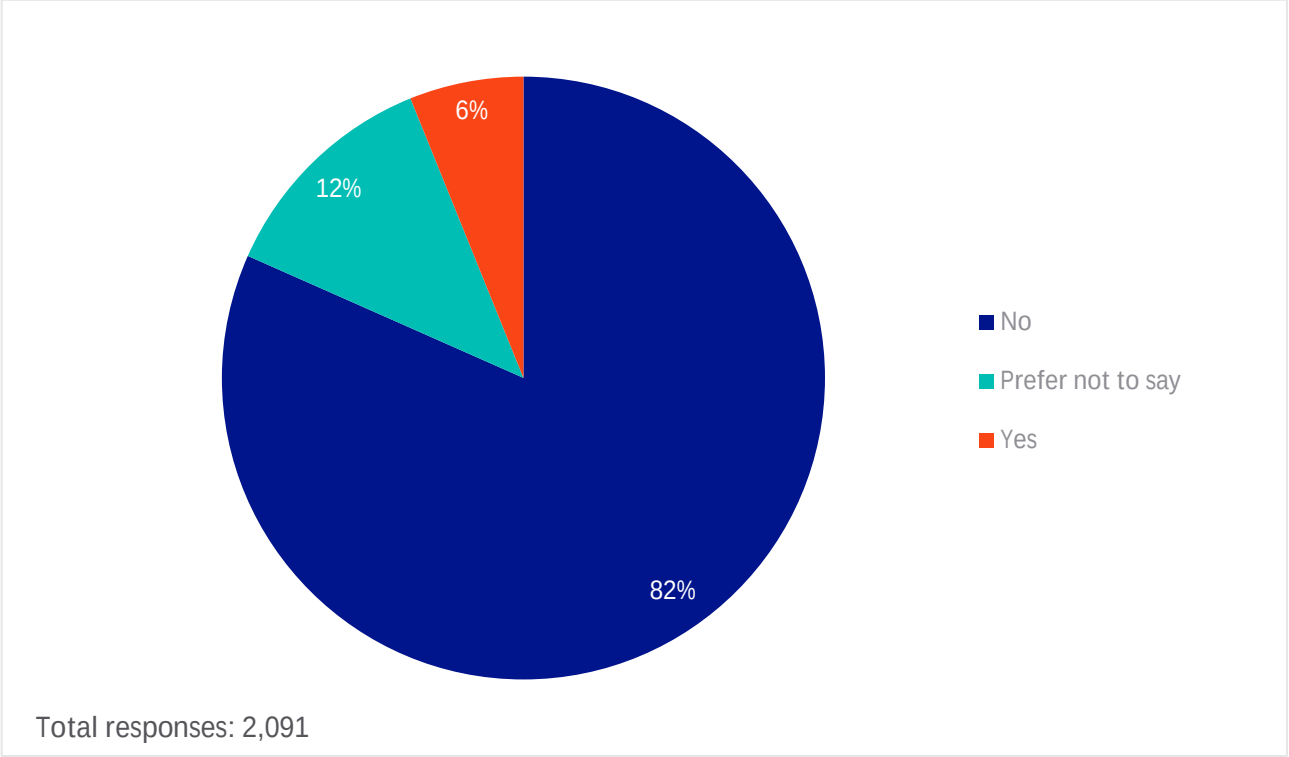
9.5.69 Question 25 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

'Do you consider yourself a person with a disability?'

9.5.70 A total of 2,091 respondents answered this question, see **Figure 9.7** of this report.

9.5.71 In response to question 25, the majority of respondents (82%) answered 'No' whilst a small proportion (6%) of respondents answered 'Yes'. The remaining 12% of respondents did not wish to answer.

Figure 9.7 Question 25: Do you consider yourself a person with a disability



Question 26

9.5.72 Question 26 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

'How would you describe your ethnic background?'

9.5.73 A total of 2,110 respondents answered this question, see **Figure 9.8-8** of this report.

9.5.74 In response to question 26, the majority of respondents (82%) indicated they were 'White English, Welsh, Scottish, Northern Irish or British'. This was followed by 15% of respondents who did not wish to express their ethnic background.

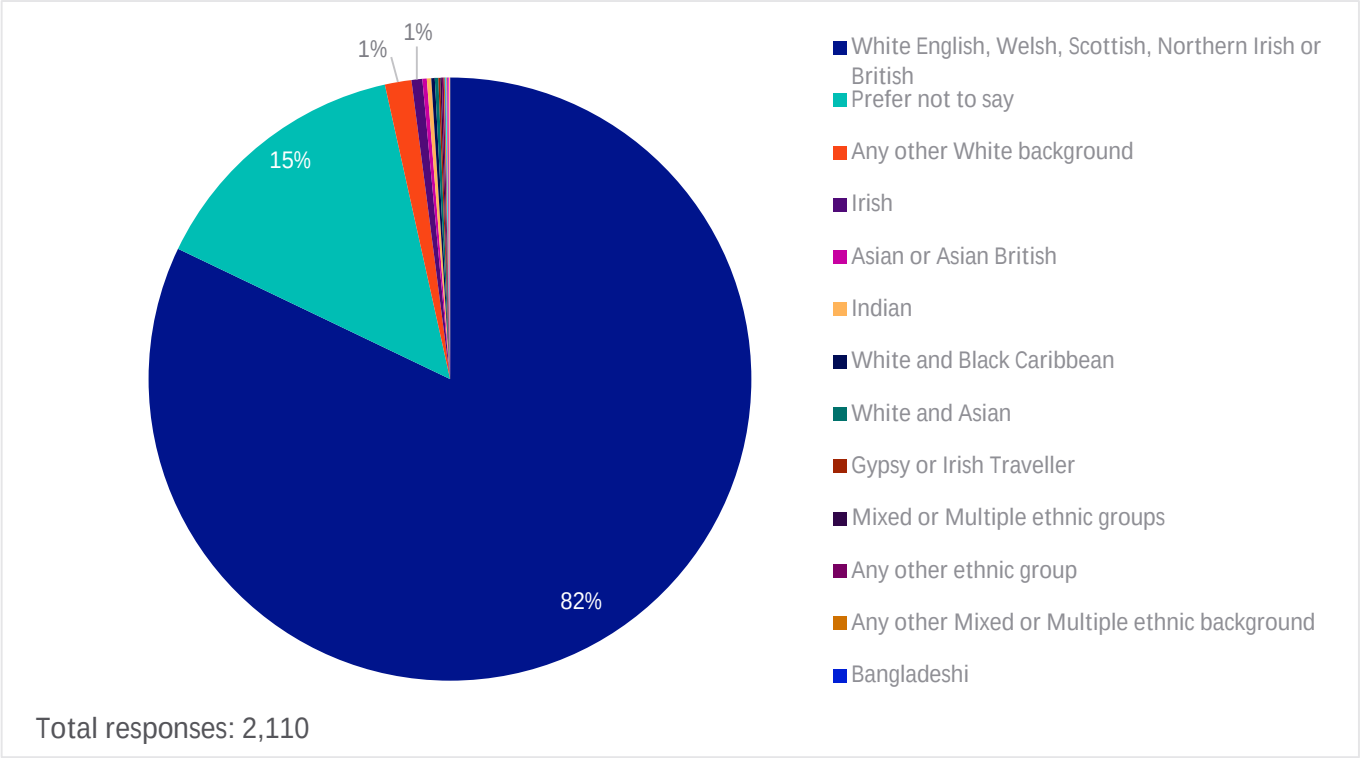
9.5.75 1% of respondents described their ethnic background as 'Any other white background' and 'Irish'.

9.5.76 <1% of respondents indicated the following ethnic backgrounds:

- Asian or Asian British;
- Indian;
- White and Black Caribbean;
- White and Asian;
- Gypsy or Irish Traveller;
- Mixed or Multiple ethnic groups;
- Any other ethnic group;

- Any other Mixed or Multiple ethnic background;
- Bangladeshi;
- Chinese;
- Any other Asian background;
- Black, African, Caribbean or Black British;
- African; and
- Arab.

Figure 9.8 Question 26: How would you describe your ethnic background



Question 27

9.5.77 Question 27 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

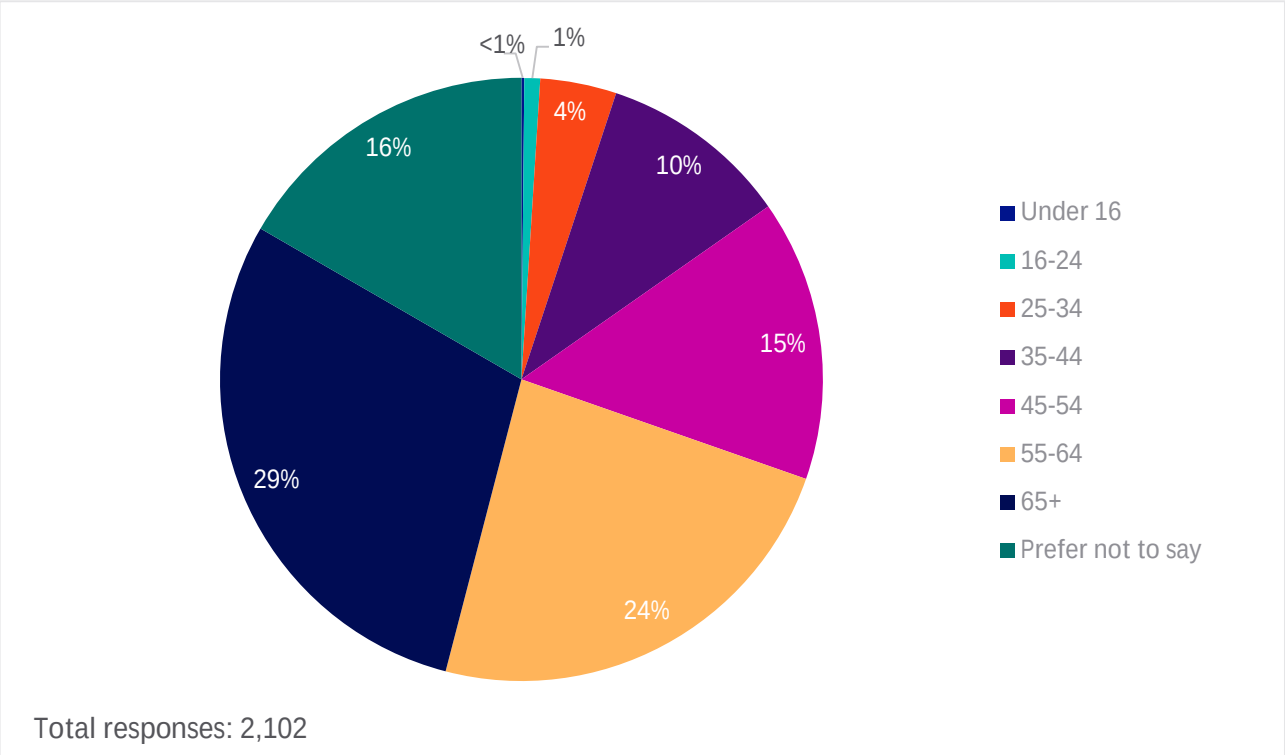
'What is your age?'

9.5.78 A total of 2,102 respondents answered this question, see **Figure 9.9** of this report.

9.5.79 In response to question 27, the highest number of responses were from the '65+' category, representing a 29% share of the responses received. This was closely followed by the '55-64' age bracket which represented 24% of responses. The '45-54' category had a 15% share of responses, whilst 10% of responses were from respondents within the '35-44' age range.

9.5.80 The least represented age groups were ‘25-34’, ‘16-24’ and ‘Under 16’ with 4%, 1% and <1% respectively. The remaining 16% of respondents did not wish to provide their age.

Figure 9.9 Question 27: What is your age



Question 28

9.5.81 Question 28 of the feedback questionnaire (**Appendix I** of this report) asked respondents:

‘Please provide any further comments you may have.’

9.5.82 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 9.6** of this report.

9.6 Findings from the Statutory Consultation

9.6.1 National Grid has complied with Section 49 of the PA 2008 by demonstrating in this chapter that it has had regard to all of the responses received at statutory consultation and the comments raised. This Consultation Report has also been prepared in fulfilment of Section 37(3)(c) of the PA 2008.

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

9.6.3 This section begins by identifying headline issues which have emerged from the analysis of the feedback, which give a high-level understanding of the primary areas

of interest and/ or concern amongst respondents. All responses, regardless of their origin (including those received after the consultation period), were analysed using the methodology as described in **Section 9.4** of this report.

9.6.4 The sections below provide a summary of the feedback raised during the consultation and how National Grid has considered or addressed this.

9.6.5 Each row of feedback and response contains a unique reference number, ‘X’ marks to indicate which stakeholder type the feedback came from (s42(1)(a), (b), (d) or s47), and whether a change to the design has been made including reasons why changes have, or have not, been made.

9.6.6 National Grid’s responses to consultation feedback are drafted with reference to the route option or alignment shown plans relevant to the relevant stage of consultation, in respect of the most recent consultations responses in 2025 this is the alignment shown on the Works Plans in the application (document reference 2.3). Save for the commitments within the Code of Construction Practice (document reference 7.2) which expressly secure the position of certain specified pylons on the alignment, the alignment shown on the Works Plans is subject to limits of deviation as specified in the draft development consent order that is provided with the DCO application.

Non-section specific feedback

Non-section specific feedback (Statutory Consultation)

Table 9-2 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
9-2.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.2	Concern that the Project will have a negative impact on agricultural livestock (e.g. type of livestock)	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*."			X	
9-2.3	Criticism that National Grid propose to scope out the effects on agricultural landholdings during operation (and maintenance) from the ES, before this has been properly assessed	The effects of the Project on agricultural land holdings during construction is assessed in full in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES). The effects on agricultural land holdings have been scoped out during operation (and maintenance) as the majority of land			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		required for construction would be returned to its pre-construction land use during operation, and maintenance associated with operation is likely to only comprise small-scale, temporary works, the effects of which are likely to be limited and not significant. This approach has been agreed through the adopted Scoping Opinion (document reference 6.20)				
9-2.4	Suggest that significant mitigations in working practices and financial undertakings should be implemented to protect the farming community	National Grid is and would continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.			X	
9-2.5	Concern that the Project will result in weed and pest contamination through imported material and machinery	During construction, good practice biosecurity measures will be in place, as detailed in the Outline Code of Construction Practice (CoCP) (Document Reference 7.2).	X		X	
9-2.6	Construction traffic introduces a significant biosecurity risk, potentially spreading diseases such as blackgrass. No biosecurity management plan addressing the risk of agricultural pests and diseases has been presented. Even if National Grid	During construction, good practice biosecurity measures will be in place, as detailed in the Outline Code of Construction Practice (CoCP) (Document Reference 7.2).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	provides a plan, there is no guarantee that contractors will adhere to it, as there is often a discrepancy between what is promised and what occurs in practice, as seen with the current surveys					
9-2.7	There is no clear strategy from National Grid on how they will manage weeds and invasive species under the pylons in the long term	National Grid carry out annual inspections of all pylons on the National Transmission System. The inspection identifies vegetation within the base of the pylons which may cause damage to the transmission pylon or provide unauthorised access above the pylon. The inspection does not identify the presence of weeds, nor do we control weeds on private land. National Grid does not take freehold ownership of the land and instead enters into an easement agreement with landowners to allow for the pylon to be installed, maintained and removed. Any vegetation under the pylon is still under the ownership and responsibility of the landowner. Measures taken to prevent the spread of Invasive Non-Native Species (INNS) of terrestrial and aquatic plants are included in the Outline Code of Construction Practice (CoCP) (document reference 7.2). If a landowner has any questions regarding how vegetation would be managed on their land, they should contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-2.8	Suggest that National Grid implement a soil management strategy for the storage of topsoil during construction, including the method of weed control	Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2) sets out key strategy, methodology and guidance, and outlines key soil mitigation measures to protect soil resources during the stages of preconstruction, construction, post construction and operation.			X	
9-2.9	Concern that the Project proposes development in generally a greater proportion of higher-grade agricultural land compared to the average for England, as confirmed in the Preliminary Environmental Information Report (PEIR) (e.g Grade 3A land at Blind Lane)	The agricultural grade of the land within the Order Limits has been confirmed by detailed Agricultural Land Classification (ALC) surveys and is presented in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES).			X	
9-2.10	Suggest that where development of agricultural land is demonstrated to be necessary, poorer quality land should be preferred to those of a higher quality	The siting of elements of the Project has considered all relevant factors. In respect of any individual element being sited (e.g. cable sealing end compounds substations etc) the potential loss of Best and Most Versatile (BMV) land is balanced against the effects and costs from the other implications of a change such as longer or shorter overhead line or underground cable routes if the specific site were moved onto non-BMV land. This approach is consistent with the balanced decision making inherently envisaged by NPS EN-1.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.11	Concern that the Project will result in a breach of respondent's contract for the Countryside Stewardship Scheme (CSS)	Land acquired temporarily during construction (including that from undergrounding) will be reinstated to its previous ALC grade during operation, meaning land quality and land management including Countryside Stewardship Schemes should remain the same post construction. The permanent land take of agricultural land from pylon footings is relatively small proportional to field sizes. The permanent footprint of the substations was rationalised through the design process to minimise the total amount of land required.			X	
9-2.12	Concern about the risk of collisions between farm vehicles and pylons	National Grid acknowledges there is a risk of collision between farm vehicles and pylons. In exceptional circumstances, where there is a higher risk of collisions due to volume and size of equipment, then mitigation measures will be agreed and implemented. Any collision with a National Grid pylon should be reported via the 0800 number on the National Grid property plate.			X	
9-2.13	Criticism of National Grid for using legislation to allow them to access to land for the Project despite the land being worked for crops / agriculture without needing to provide compensation for any damage caused	Where voluntary agreement for surveys cannot be reached and the surveys are time critical, National Grid may have to use powers granted under Section 172 of the Housing and Planning Act 2016. If access is taken under voluntary agreement or under powers, compensation will still be made to landowners where damages, disturbance or losses have been caused.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.14	Suggest that National Grid should provide power cable purlin holders on the sides or in the corners of respondent's fields (address not provided by respondent; e.g. as there will be a 6m grass strip around all the respondent's arable fields so that National Grid have a permanent access track of grass to access equipment if needed and respondent does not have to drive around them in their fields)	Further information is required by National Grid to better understand the feedback. It is unclear why 'power cable purlin holders' are being requested. To discuss the proposals in greater detail, landowners should contact National Grid or the lands team to discuss proposals on their land. The access track referred to in the respondent's feedback is for future surveys and maintenance if required and will not be used for construction. We are not proposing to construct anything for this permanent access route, existing tracks and roads are being used where possible. The 6 m strip around the respondent's fields can still be used by the respondent as they see fit. National Grid will only need to use it for access to survey and maintain the overhead line and will always engage with the landowner ahead of works in the future.			X	
9-2.15	Criticism of assessment statements in the Scoping Opinion for the Project (Preliminary Environmental Information Report (PEIR) Vol Part 1 of 4 Appendix 5.1), including the following:	As per the Scoping Opinion (document reference 6.20), the impacts on soil ecosystem functions are considered to be limited during the operational phase of the Project as the majority of land required for construction would be returned to its pre-construction land use and the impacts on soil ecosystem functions during operation (and maintenance) are likely to limited. The impacts on agricultural operations were considered to be limited during the operational phase of the Project as any maintenance or repair works required which would result in disturbance to agricultural operations			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would be undertaken in accordance with standard practice. Disturbance to agricultural operations during the construction phase are assessed in full in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES). The financial effects on individual businesses are being addressed through separate discussions/negotiations which lie outside the scope of the ES (as agreed in the Scoping Opinion (document reference 6.20)). Therefore, the financial effects on individual businesses have not been assessed in Chapter 6: Agriculture and Soils of the ES (document reference 6.6) or Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15).				
9-2.16	Criticism that the response to the Environmental Impact Assessment (EIA) scoping opinion (Paragraph 6.9.9) describes that impacts on soil ecosystem functions are likely to be ""limited"", where these would actually be a significant harm;	National Grid would compensate landowners in line with the Compensation Code. If a landowner would like to discuss compensation they should contact the Projects lands team or appoint an agent to act on their behalf and be able to advise on compensation matters. Please contact the Project lands team via Norwich-Tilbury@fishergerman.co.uk or by calling on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Airfields						
9-2.18	Suggest that National Grid consult with the Civil Aviation Authority (CAA) with regard to the potential impact of the Project on local airfields (including potential safety concerns)	As a prescribed consultee, National Grid formally notified the Civil Aviation Authority (CAA) of the statutory consultation period. We recognise however, that as the majority of civil airfields potentially impacted by the Project are not licensed, any response may be limited as the CAA's regulatory responsibilities relate to licensed and officially safeguarded airfields only. National Grid's aviation advisors have therefore also been consulting with the CAA's separate Airfield Advisory Team (AAT), who provide advice to support licensed and non-licensed airfields in their own responsibilities for safety, to ensure relevant considerations are reflected within the Project's design. We will continue to engage with local airfield operators and other relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	
9-2.19	Criticism that National Grid has not considered CAP 738 (Safeguarding of Aerodromes) which includes the need for a 5 km safeguarded zone designed to protect aviation operations	The stated intention of the Civil Aviation Authority's Safeguarding of Aerodromes (CAP 738) document is to provide advice and guidance to all those involved in the process of aerodrome safeguarding to ensure aviation safety and operations are not compromised by new development. The guidance states that responsibility for safeguarding rests with the aerodrome operator and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		is a requirement for licensed aerodromes and encouraged for non-licensed sites. The process involves the development of a safeguarding map, to be agreed with and held by the Local Planning Authority (LPA). The maps depict the Obstacle Limitation Surfaces (OLS), areas of airspace around aerodromes where development may present a hazard to aviation operations, as well as other constraints. In addition to CAP 738, paragraphs 5.5.8-5.5.20 of the Government's Overarching National Policy Statement for Energy (NPS) EN-1 specifically recognise aviation safeguarding arrangements as relevant to energy proposals. Both CAP 738 and NPS EN-1, as well as other relevant energy and aviation policies and guidance, have been carefully considered by National Grid. Neither CAP 738 nor NPS EN-1 refer to a 5 km safeguarded zone – although CAP 738 does reflect that a safeguarding map could potentially extend to a radius of up to 13 km from the airfield. It should be noted that, even though a proposed development falls within the safeguarded area, it does not follow that its presence would cause airfield operations to be unsafe. National Grid's bespoke approach to the assessment of aviation safety impacts considers not only obstacle clearance distances and limits but additional site-specific factors including flight patterns, operational procedures, aircraft performance and topography. National Grid assessments are directly informed by				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		ongoing consultation with the aerodrome operators, which includes consideration of safeguarding maps where these have been developed by the operators for the unlicensed airfields potentially affected. National Grid's Aviation Impact Assessments consider the Civil Aviation Authority's (CAA's) CAP 738 guidance, which provides advice for operators responsible for aerodrome safeguarding in their development of safeguarding maps. The guidance explains technical calculations regarding Obstacle Limitation Surfaces (OLS) in relation to obstacles, to be conducted when safeguarding assessments take place, and which are applied as part of National Grid's impact assessment methodology. It is noted, however, that the guidance does not specify or require a 5 km safeguarding zone. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15)) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.20	Criticism that National Grid has not considered CAP 168	The stated purpose of Civil Aviation Authority's (CAAs) 'Licensing of Aerodromes' document (CAP 168) is to give advice and guidance to applicants and licence holders on licensing procedures. The guidance also provides descriptions of licensing requirements relating to operational management and the planning of aerodrome development, including methods for the assessment and treatment of obstacles within the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		aerodrome or its vicinity. Whilst the majority of civil aerodromes identified as potentially impacted by the proposal are unlicensed, National Grid's approach to impact assessment includes consideration the extent to which the Project might breach the CAP 168 obstacle clearance limits if the unlicensed airfields assessed were treated as licensed, therefore CAP 168 has been considered. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (Chapter 15: Socio-Economic, Recreation and Tourism (document reference 6.15)) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.21	Criticism that National Grid has not considered CAP 793	In the absence of detailed guidance for new development in relation to existing aerodromes, an approach based on a risk assessment, tailored to the specific circumstances of each site is adopted. Some relevant material is available in the Civil Aviation Authority's Safer Operating Procedures at Unlicensed Aerodromes guidance (CAP 793, 2010). CAP 793 has been considered, noting however that this was originally published to guide development of new unlicensed aerodromes or assess the impact of obstacles on runways that were previously licensed. Other reasons for not limiting assessment to CAP 793 criteria only are: • There is no distinction between obstacles in the take-off/ approach area and those elsewhere.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		• Runway length and operation type is not taken into account. • The study may not consider an appropriate area – 2000 m is given as a fixed radius for consideration at all unlicensed aerodromes, regardless of size or use. • The document was likely never intended to be used for the current requirement – CAP793 was published with the intention of recommending an optimum obstacle environment for new airfields or for assessing obstacles in relation to airfields that were previously licensed but did not need to be anymore (due to a change in UK legislation in 2009). • There is no published guidance for mitigating an obstacle threat or flight alongside/ over obstacles. • Non-aerodrome aviation sites (e.g. for ballooning or model flying) are not in the document's scope. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.22	Criticism that the ASA is incorrect in its assertion that the provisions of CAP 168, clearly articulated	The stated purpose of the Civil Aviation Authority's (CAA's) 'Licensing of Aerodromes' guidance (CAP 168)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	for General Aviation Aerodromes in CAP 738 are not appropriate	is to give guidance to applicants and licence holders on licensing procedures. The guidance also provides descriptions of licensing requirements relating to operational management and the planning of aerodrome development, including methods for the assessment and treatment of obstacles within the aerodrome or its vicinity. Whilst the majority of civil aerodromes identified as potentially impacted by the proposal are unlicensed, National Grid's approach to impact assessment includes consideration the extent to which the Project might breach the CAP 168 obstacle clearance limits if the unlicensed airfields assessed were treated as licensed, amongst other considerations. Furthermore, National Grid recognises that the CAA's 'Safeguarding of Aerodromes' guidance (CAP 738) should be and has been considered in conjunction with CAP 168, which includes parameters for Obstacle Limitation Surfaces (OLS) and Obstacle Free Zones (OFZ), notwithstanding that CAP 738 is advisory for non-licensed aerodromes. CAP 738 does not explicitly refer to General Aviation aerodromes. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.23	Criticism that unlicenced aerodromes have not been afforded the same protections as licenced	The Government's Overarching National Policy Statement (NPS) for Energy EN-1 recognises that			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	aerodromes / Suggest that unlicenced aerodromes should be afforded the same protections as licenced aerodromes	certain civil aerodromes are officially safeguarded on the basis of their importance to the national air transport systems to ensure that their safety and operation are not compromised by new development (para. 5.5.8 refers). Otherwise, NPS EN-1 refers to the Civil Aviation Authority's (CAA's) 'Safeguarding of Aerodromes' guidance (CAP 738), which requires all licensed aerodromes to have safeguarding systems in place and encourages non-licensed sites to do the same. NPS EN-1 states that responsibility for the safeguarding of General Aviation aerodromes lies with the aerodrome operator. As the applicant, National Grid, recognises its responsibilities to consult aviation stakeholders, including aerodrome operators – licensed or otherwise – likely to be affected by the proposed development in preparing assessments of the proposal on aviation interests, as well as to develop mitigations if appropriate. It continues to consult with operators in close proximity to the Project and considers its approach to be consistent with NPS EN-1, and the parameters of CAP 738 and other relevant CAA guidance. # Further information on the assessment of airfields can be found in the Environmental Statement (ES) (Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.24	Criticism that the Airport Services Association (ASA) is incorrect to safeguarding standards being 'aimed at the design stage for new airfields' and at 'dispensations' / Concern/Criticism that National Grid's aviation advisors have considered that generation aviation airfields are not required to meet the same safety standards as 'Officially safeguarded' aerodromes	In the absence of detailed guidance for new development in relation to existing aerodromes, an approach based on a risk assessment, tailored to the specific circumstances of each site is adopted. Some relevant material is available in the Civil Aviation Authority's (CAA) 'Safer Operating Procedures at Unlicensed Aerodromes' guidance (CAP 793,2010), which has been considered, noting however that this was originally published to guide development of new unlicensed aerodromes or assess the impact of obstacles on runways that were previously licensed. Other reasons for not limiting assessment to CAP 793 criteria only are: • There is no distinction between obstacles in the take-off/ approach area and those elsewhere. • Runway length and operation type is not taken into account. • The study may not consider an appropriate area – 2000 m is given as a fixed radius for consideration at all unlicensed aerodromes, regardless of size or use. • The document was likely never intended to be used for the current requirement – CAP 793 was published with the intention of recommending an optimum obstacle environment for new airfields or for assessing obstacles in relation to airfields that were previously licensed but did not need to be			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		anymore (due to a change in UK legislation in 2009). • There is no published guidance for mitigating an obstacle threat or flight alongside/ over obstacles. • Non-aerodrome aviation sites (e.g. for ballooning or model flying) are not in the documents scope. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.25	Criticism that the Airport Services Association (ASA) has not provided any robust 'safety case' to counter the experienced, robust knowledge of the operators of aerodromes across the Project (e.g. it has made sweeping and unsupported assertions) / Concern about the aviation advice received by National Grid for the Project regarding aviation safety	National Grid has appointed independent aviation consultants who have considered the likely performance of the aircraft and ability of pilots to avoid or overfly the obstacles with an adequate safety margin. Their assessments are based on a detailed appraisal of the performance of different aircraft types based on independently verified data. Consideration has been given to the likely safety risks based on a review of all air accidents involving collision with an overhead line over the past 12 years (per Air Accident Investigation Board database). Further information on the assessment of airfields can be found in the Environmental Statement (ES) (Chapter 15: Socio-Economics, Recreation and Tourism (document			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.26	Criticism that the views of highly experienced operators of the aerodromes across the Project hold the expert opinion on safeguarding sites, and the ASA has not taken this into account that there are occasions when there are interactions between aerodromes and operating procedures designed to address proximity	National Grid recognises that responsibility for the safeguarding of General Aviation (GA) aerodromes lies with the aerodrome operator and have consulted operators to inform assessments of potential aviation impacts resulting from the Project, in accordance with applicant responsibilities as described in the Overarching National Policy Statement (NPS) for Energy EN-01. Existing operating procedures and any interactions between nearby aerodromes (e.g. Tibenham and Priory Farm) have been taken into account during the assessment of potential impacts. In the cases of Tibenham and Priority Farm, assessments concluded that, with the Project as currently proposed, operations can continue at both aerodromes. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	
9-2.27	Criticism that the Airport Services Association (ASA) has not looked in detail at the type of operations at each site and nor has it taken into account changes in volume or nature of the activities / Concern that the National Grid's aviation advisors have not carried out any detailed appraisal	The current flight procedures at potentially affected airfields and airstrips have been taken into account in the assessment process, having been informed by consultation with operators. The National Grid-appointed aviation consultants do not anticipate that there would be any significant increases in the number or type of movements at any of the airfields – except			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	of airfields affected by the Project, and suggest that site specific appraisal should be undertaken	potentially the introduction of electric vertical take-off and landing (eVTOL) aircraft, which have similar or better performance than existing aircraft types. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.28	Request for the ASA to clarify where the ANO exemption can be found	National Grid is unclear as to which Air Navigation Order (ANO) exemption is referred to in this instance. The National Grid appointed independent aviation consultancy does not consider that any dispensation to the ANO would be necessary in order for airfields to operate safely in relation to the Project. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	
9-2.29	Request that the ASA must take account of site specific issues (e.g. which it does not seem to have done so to date)	National Grid's appointed aviation consultancy has developed a methodology to assess the potential impacts of the Project on airfields in close proximity. The approach enables consideration of obstacle clearance distances and limits as well as additional site-specific factors including flight patterns, operating procedures, aircraft performance, and topography. This tailored approach, informed by consultation with airfield operators has, to date, resulted in adjustments to the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project design to minimise potential impacts, as well as the consideration of alternative mitigation measures, such as changes to aerodrome operational procedures, where reasonable and appropriate. Continued collaboration with operators and consultees seeks to agree the acceptability of proposed mitigations. National Grid considers this approach to be in accordance with its responsibilities as applicant as described within the Government's Overarching National Policy Statement (NPS) for Energy EN-1. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economic, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.30	Suggest that the officials and executives at National Grid that are responsible for the Project should be held accountable and prosecuted should any aviation incident related to the Project occur	The Government's Overarching National Policy Statement for Energy (NPS) EN-1 states that responsibility for the safeguarding of General Aviation (GA) aerodromes lies with the aerodrome operator. As the applicant, National Grid recognises its responsibilities as described by NPS EN-1 to consult aviation stakeholders, including aerodrome operators likely to be affected by the proposed development, in preparing assessments of the proposal on aviation interests, as well as to develop mitigations if appropriate. It has and continues to consult with operators in close proximity to the Project and considers its approach to be consistent with NPS EN-1, as well as Civil Aviation Authority (CAA) guidance,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		where relevant. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.31	Concern that the Project does not comply with government / the Civil Aviation Authorities (CAA) guidelines on safeguarding airfields and aviation safety (generally; including Combined Aerodrome Safeguarding Team (CAST) advice) / Concern that the Project does not comply with the aviation safety guidelines set out in the National Planning Policy Framework (NPPF) and National Policy Statements / Concern that the Project does not comply with government aims on safeguarding aviation	In accordance with its responsibilities as an applicant as described within the Government's Overarching National Policy Statement (NPS) for Energy EN-1, National Grid appointed an independent aviation consultancy to develop a methodology to assess the potential impacts of the Project on aviation and consider potential mitigations, including as part of the Project design. The assessment methodology enables risk-based site-specific assessment of a range of criteria, including but not limited to, lateral and vertical clearance margins, aircraft types, airfield operational activities and procedures, and the surrounding context. The approach and assessment parameters are informed by Civil Aviation Authority (CAA) regulations and guidance as well as ongoing consultation with airfield owners and operators. Furthermore, we have been consulting with the CAA's Airfield Advisory Team (AAT), who provide advice to support airfields to fulfil their responsibilities for safety and safeguarding, to ensure relevant considerations are taken into account. While the NPS EN-1 and the NPS EN-5 provide the primary policy for decisions taken by the Secretary of State on applications for projects of this significance,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		we also recognise that account may be taken of the provision of the broader National Planning Policy Framework , and have reflected its requirements, especially in relation to the General Aviation network, within our approach to assessment. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.32	Concern that the Project does not comply with the Air Navigation Order 2016	We understand that the Air Navigation Order (ANO) 2016 (as amended) provides the legislative basis for civil aviation and safety regulation, and this context is recognised within our approach to the assessment of potential impacts to aviation from the Project, as well as consideration of appropriate mitigations. We do not anticipate that potential impacts of the Project will result in non-compliance with the Order. We would be grateful for more specific information on any particular aspects of the ANO of concern to the respondent. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	
9-2.33	Criticism that the only aviation related organisation National Grid contacted was the Civil Aviation Authority (CAA), as the relevant CAP's (168 and	As a prescribed consultee, National Grid formally notified the Civil Aviation Authority (CAA) of the statutory consultation period. In addition, National Grid			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	738) identify the operator of an unlicensed airfield as the expert on its safe operation because it has the operating experience, knows the limitations of the airfield and can apply them in the most prudent manner as safe operation is crucial to the commercial future of that airfield. Accordingly, to comply with CAA guidance and insurers requirements most unlicensed airfield operators work in accordance with the CAA's advice and guidelines	has consulted with the owners and operators of licensed and unlicensed airfields potentially affected by the Project to inform its aviation impact assessments. This approach coincides with National Grid's responsibilities as an applicant as described within the Government's Overarching National Policy Statement for Energy (NPS) EN-1, and recognises the airfield's particular knowledge and expertise regarding its own operations, as well as operator responsibilities for safeguarding. We have also consulted with the CAA's separate Airfield Advisory Team (AAT), who provide advice to support licensed and unlicensed operators in their own responsibilities for safety to ensure relevant regulatory and guidance considerations are reflected within the impact assessment methodology. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.34	Concern that National Grid have not considered Government Planning Note 01/03 for the safeguarding of aerodromes, technical sites and military explosive storage areas	We recognise that the Government's Overarching National Policy Statement for Energy (NPS) EN-1 refers to the Department for Transport's Circular 01/2003 in relation to aerodrome safeguarding. In accordance with our responsibilities as an applicant as described within NPS EN-1, National Grid has appointed an independent aviation consultancy to develop a methodology to assess the potential impacts of the Project on aviation and consider potential		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		mitigations, including as part of the Project design. This approach has involved notification of the Civil Aviation Authority (CAA), the Ministry of Defence (MoD) and airfield owners and operators in relation to Project proposal, recognising their varied safeguarding responsibilities in relation to officially safeguarded civil and military, licensed and unlicensed aerodromes, as reflected within the Circular. We are continuing to engage the MoD and owners/operators of potentially impacted airfields to discuss our impact assessments and any potential mitigations, as necessary. Furthermore, we have been consulting with the CAA's Airfield Advisory Team, who provide advice to support airfields to fulfil their responsibilities for safety and safeguarding, to ensure relevant considerations are taken into account. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
Community/social impact						
9-2.35	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and				

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		employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.36	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered during the construction phase to reduce, where practicable, disruption to education establishments. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and the Outline	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Code of Construction Practice (CoCP) (document reference 7.2). The assessment concludes that there would be no significant effects on education facilities within the study area as a result of the construction and operation of the Project.				
9-2.37	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations that are important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on of the potential impacts on sports clubs, recreational land and recreational routes located within the Order Limits. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include: traffic management, signage and routeing measures. These are identified within Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	X	X	X	
9-2.38	Concern about over development of area / other works in the area	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		cumulative effects assessment has considered the effects of the Project in conjunction with other existing and, or approved developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. The cumulative assessment has been undertaken in accordance with the overarching National Policy Statement (NPS) for Energy EN-1. Paragraph 4.1.5 in EN-1 states: '*In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy*'. Paragraph 4.2.12 in EN-1 states: '*The cumulative impacts of multiple developments with residual impacts should also be considered*.' Paragraph 4.3.3 in EN-1 states: '*The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary,*				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects'. Paragraph 4.3.19 of EN-1 states: '*The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place*'. Paragraph 4.4.5 in EN-1 states: '*The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate*'. The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in Environmental Statement (ES) Appendix 17.2: Long List and Short List of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The detailed assessment of shortlisted other developments is presented in Appendix 17.3: Inter-Project Cumulative				

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		Effects Matrix (document reference 6.17.A3). Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3) outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economic, recreation and tourism impacts).				
9-2.39	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, the targeted consultations, and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about		X	X	

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		electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.				
9-2.40	Concern about the Project causing communities to become encircled / surrounded by overhead lines (generally - no location given)	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) identifies any measures considered to be necessary to reduce likely significant effects which would also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.			X	
9-2.41	Concerned that the Project will have a negative impact on domestic horses / equestrian activities (generally - no location given)	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences." Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.				
9-2.42	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) consider the potential impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures would be in place to reduce impacts. These include: traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		measures are presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.				
9-2.43	Concern that the Project could disrupt telecommunications / broadcast signals / electrical equipment / GPS	Radiofrequency emissions can interfere with electrical equipment, telecommunication, Wi-Fi and broadcast equipment. These emissions are limited from overhead lines by design set out in National Grid's Technical Specifications, which include the requirements of British Standards minimising the generation of radio interference. All the equipment used will meet the requirements in these standards, which are in place to prevent interference issues. These are the same good engineering practices that are applied to the existing transmission system assets, including existing 400 kV overhead lines, which cause no interference issues for electrical equipment, telecommunication, Wi-Fi and broadcast equipment under normal operating conditions. Therefore, we also expect no interference issues as a result of the Project. Global Positioning Systems (GPS) are increasingly being used to provide accurate position information such as in precision farming. It uses a radio receiver to receive the transmitted radio signals from a number of satellites orbiting the earth. Additional accuracy is used in differential GPS (DGPS) which involves the use of signals transmitted from a local fixed transmitter (or another satellite). Close to a pylon, there might be some degradation in GPS performance, just as there	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		can be some degradation close to buildings and trees. The thickness of individual wires means that they do not cause a problem. Any radio interference emitted by the line is too small to have any effect. Other than that, there is no evidence of power lines interfering with GPS used in precision farming.				
9-2.44	Criticism that the Project only benefits those living elsewhere (e.g. London, exports to Europe)	There is a need to reinforce the existing high voltage electricity network in the East Anglia region. It does not currently have the capability needed to transport reliably and securely the electricity that will be generated and connected to the electricity transmission network by 2030, while working to the required standards. The Project would benefit the UK as a whole, including local communities, by enabling the connection of new sources of renewable energy and by contributing to our energy security in the future, helping the country to achieve the government's Net Zero target and ensuring that the national grid meets future power demands.	X	X	X	
9-2.45	Request that benefits are contributed to communities that are impacted by the Project	The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. The Government has also announced its plans to	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.46	Suggest that local labour / contractors are used for the Project	National Grid sources suppliers through competitive tender to ensure the right requirements are met. National Grid promotes the use of local supply chain and small and medium enterprises (SMEs) through the main construction contractors they employ. We also work with schools and local authorities to encourage the next generation of engineers and help the unemployed to develop new skills.		X	X	
9-2.47	Criticism that National Grid will be displacing horses from fields impacted by the Project to liveries as this is unfair on owners (e.g. owners would have to travel to visit their animals)	Due to the nature of construction works and the areas needed to constructed, there is sometimes the need to temporarily relocate stock and other animals. National Grid will work with landowners where this is needed and look to agree any mitigation and compensation tailored to the individual situation.			X	

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9-2.48	Suggest that electricity subsidies / payments / free electricity is offered to residents in communities affected by the Project	Electricity transmission infrastructure will be a critical enabler in the clean energy transition. In order to support the government's ambition of connecting 50 GW of offshore wind by 2030, we'll need to deliver over five times more electricity transmission infrastructure in the next seven years, than has been built in the last 30 years. Communities will play a key part in this transition, and National Grid believe that those that host energy infrastructure should see fair and enduring benefits for doing so. National Grid welcome the Governments announcement in March 2025 regarding community benefits for those living near new energy infrastructure and will continue to work with the regulator to introduce this into projects including Norwich to Tilbury.			X	
9-2.49	Concern about cumulative impact of energy projects in East Anglia (including the Project, the Hornsea 3 Substation, EDF Battery Energy Storage System, EDF solar farm, FPC BESS approved and another Battery Energy Storage System from Innova in the early stages of planning and Equinor's substation for the Sheringham Shoal and Dudgeon Offshore Wind Farm Extensions (SEP and DEP)	With regards to multiple developments proposed within East Anglia, the assessment of cumulative effects of each project in combination with other developments will be undertaken by each developer at a project level and detailed within each projects respective planning applications. The cumulative effects assessments undertaken by each project would be considered on their own merit in the context of legislative requirements as well as national and local planning policies by the relevant determining authorities, such as the respective Local Planning Authorities (LPAs) or the Secretary of State. Any such application would be	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considered in accordance with planning policy and material considerations, such as scale, suitability, and interaction with other Nationally Significant Infrastructure Projects (NSIPs). National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. Meetings have been held with the North Falls and Five Estuaries Offshore Wind Farm project teams. Both of these wind farms are proposed to be located off the coast of East Anglia and connect into the proposed East Anglia Connection Node (EACN) substation. Both projects involve the construction of new substations, which are proposed to be located adjacent to the EACN substation. Project teams have worked collaboratively to reduce potential cumulative traffic effects should they be undertaken in parallel. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these have been considered within the cumulative effects assessment of the Project. The other developments listed are included within the long list of other developments for the cumulative effects assessment. The cumulative effects assessment follows Planning Inspectorate's Advice Note 17 'Cumulative Effects				

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		Assessment' and is presented in Chapter 17: Cumulative Effects of the Environmental Statement (ES) (document reference 6.17). The Cumulative Effects chapter has assessed the potential intra-project cumulative effects and inter-project cumulative effects. The detailed assessment of the Project with other developments can be found in Appendix 6.17.A1: Inter-Project Cumulative Effects. The assessment of clusters of other developments on common receptors can be found in Chapter 17: Cumulative Effects (document reference 6.17).				
9-2.50	Suggest that National Grid puts in place a fair, transparent and flexible community benefits policy that prioritises sustainability goals and community and environmental benefits, and that community benefit funds are properly resourced and delivered using experienced independent facilitators	National Grid knows that our responsibility as a business goes beyond safely building new energy infrastructure to enable a cleaner, fairer, and affordable future. We want to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on four key areas where we believe we can really make a difference: the environment, our communities, our people, and our governance. We are working with stakeholders and communities to understand what is important to them and will endeavour to deliver initiatives in the region to support those priorities. There are four key areas where we believe we can bring benefit to those who are hosting		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the infrastructure that supports the green energy transition: Natural Environment – we will build partnerships with environmental groups and non-governmental organisations where we can support initiatives that enhance the landscape, biodiversity, and availability of green space within the areas we are constructing our projects; Net Zero – we will help to support the region in achieving its own net zero priorities; Skills and Employment – we are extending our Grid for Good programme, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers; Community Grant Programme – when projects are in construction, through our Community Grant Programme, charities and not- for- profit organisations can apply for a grant towards community-based initiatives that deliver social, economic, and environmental benefits.				
9-2.51	Request for National Grid to consider more granular data about the nature of the local populations along the proposed development depending on the availability of data (e.g. at Lower Super Output Area, Middle Layer Super Output Area, ward level, and local authority level)	Engagement with Local Planning Authorities (LPA) identified a desire to see more granular data used to describe the existing populations along the route of the Project and to inform the assessment for Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10). The study area for the assessment was subsequently		X		

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		amended to include a Local Study Area (based on wards which intersect or are directly adjacent to the Project route) as well as the Wider Study Area (local authorities through which the route passes). Baseline data for a variety of demographic and health data has been collected at ward and local authority level, with Lower Super Output Areas (LSOA) data used in relation to deprivation data along the route. This information has been used to define the sensitivity of local populations to change and is presented in Figures 10.3 to 10.14 and in Appendix 10.1: Health and Wellbeing Baseline Statistics (document reference 6.10.A1) of the ES. Concerns about the potential health effects are often raised when new electricity infrastructure is proposed in an area. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. All the equipment which forms part of this Project, will be fully compliant with these polices, set to protect everyone. This will be fully and publicly documented in the Development Consent Order (DCO)				

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		submission. Recognising that concerns about EMF may adversely impact some individuals, National Grid provide open and transparent information about EMFs on the website www.emfs.info, including what EMFs are, exposures from electricity infrastructure, research into health effects and the policies and guidelines in place to protect against EMF for members of the public to access. An EMF helpline is also available to answer and questions or concerns about the subject. EMF specialists were also available at all public consultation events, to address any concerns and answer questions individuals may have. These measures are aimed at providing information on EMFs and the measures in place to protect helping to reduce anxiety around the subject. The potential effects on mental health and wellbeing, including the perceptions of impacts from Electric and Magnetic Fields (EMFs) arising from the Project has been assessed in ES Chapter 10: Health and Wellbeing (document reference 6.10).				
9-2.52	Request for National Grid to produce a skills and employment strategy securing demonstrable benefits to the local economy and workforce (including a breakdown of employment on the project by phase with expected dates, with estimates of types of skilled worker needed at each phase over the lifetime of this NSIP)	Due to the nature of the Project, the potential maximum peak day construction workforce for local workers is anticipated to be approximately 172 Full Time Equivalent (FTE) and the total job demand throughout the four-year construction period is anticipated to be approximately 480 jobs locally. This is considered to not be a significant number of construction employment when compared with other sectors. Given these		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considerations, a Skills and Employment Strategy would not be proportionate or necessary for the Project. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				

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9-2.53	Request that National Grid prepare a local supply chain plan	The construction of the Project would be highly technical and would require specialised contractors with the required expertise and experience, sourced via a competitive tender. This process would also be applied to the supply of materials by our specialist contractors. However, National Grid promotes the use of local supply chain and small and medium enterprises (SMEs) through the main construction contractors they employ. We work with schools and local authorities to encourage the next generation of engineers and help the unemployed to develop new skills.			X	
9-2.54	Suggest that attention should be given to siting the places where the heat is released from the AC cables in such a way that local businesses, farms, schools, communities, swimming pools or institutions could benefit from harvesting the waste heat, to give some reduction in energy demand and costs for the county and to bring benefits to the economy and avoid waste	Case studies for heat recovery have only ever been carried out where high voltage underground cables are in a tunnel scenario where the heat generated can be recovered by extracting it from the tunnel and replacing it with cooled air. There are currently no plans for tunnels where heat recovery could be explored. There are no plans for tunnels on any part of the route where heat recovery would be an option. The underground cable route that is planned is open cut trenching with cables laid in ducts.		X		
9-2.55	Concern that diverted Public Rights of Way will require land owners to allow access onto otherwise restricted land	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible			X	

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		remove impacts to PRoW. If mitigation has been identified, measures may include the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. The land take required for such PRoW diversions onto land not currently designated as such are allowed for within the Order Limits. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with temporary closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network. An Outline Public Rights of Way Management Plan has been prepared (document reference 7.6) and submitted with the application for development consent.				
9-2.56	Concern about the impact of the Project on water security (e.g. this is one of the driest parts of the country and the supply of water is always a concern)	The Project has secured via commitments within the Outline Code of Construction Practice (CoCP) (document reference 7.2), measures to use water efficiently during its construction to reduce water consumption and during operation the Project has a low water demand.			X	
9-2.57	Suggest that National Grid put access gates on their temporary roads where they join the national road system / Concern that otherwise an open gateway to a field is an open invitation to criminal activity / unauthorised access	National Grid proposes security fencing and gates for all site access points to secure the works area, the construction corridor and haul roads. Security gates are to be set back a minimum of 20 m from the edge of the carriageway to allow for vehicles transitioning between the works area and public highway to stop outside of the gate whilst not impeding the public highway. A			X	

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		typical site access point layout including tracking of construction vehicles, visibility splays and fencing arrangements can be found on drawings within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). In accordance with the Outline Code of Construction Practice (CoCP) (document reference 7.2), working areas would be appropriately fenced. Access controlled measures such as fencing and gated accesses to working areas would typically be in place for safety and security. Access and crossover points would be designed to reduce highway safety risks and congestion on the public highway by providing for the safe and efficient passage of construction traffic.				
9-2.58	Concern about the impact of the Project on food security / food prices (e.g. increased prices during cost of living crisis)	Several factors influence food prices, including climate change, geopolitical events, supply chain disruptions etc. The DEFRA (2024) UK Food Security report states that the impacts of climate change both at home and abroad remains a pressing risk to food security. The Project is a vital part of the transition to net zero and is critical to delivering a network which supports clean power pathways by 2030, in efforts to tackle climate change and significantly reduce carbon emissions. The Project is therefore responding to a major threat to food security. The Environmental Statement (ES) – Chapter 6: – Agriculture and Soils (document reference 6.6)	X		X	

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		confirms the amount of agricultural land to be permanently lost.				
9-2.59	Concern about the impact of the Project on people with hearing loss (e.g. frequency related hearing loss), people that use hearing aids or have cochlear implants (e.g. will be more impacted by potential sound emissions from the overhead lines / pylons than fully hearing people who do not require permanent use of hearing aids)	Cochlear implants and similar devices are designed to British Standards to ensure they have a level of immunity from external electric and magnetic fields. Specifically, BS EN 45502-2-3 2010 states in subclause 27.2: "*The function of an IMPLANT SYSTEM shall not be significantly influenced by external electromagnetic fields which might be encountered during normal daily living*.". This would include exposures from electricity transmission infrastructure. This standard requires an immunity level typically higher than the overhead line will produce when directly underneath. Additionally, the British Cochlear Implant Group give the following advice: "In close proximity to high voltage equipment, radars or telecommunications equipment there may be some perceived interference in the audio signal. This itself is not harmful". This would be similar to other appliances in your home, such as induction hobs, which could potentially cause some temporary interference to the audio signal. The Electric and Magnetic Field's (EMFs) from overhead lines reduce extremely quickly with distance, limiting the fields and any potential interference.			X	

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9-2.60	Concern that, with cumulative impacts from other developments in the area (e.g. North Falls and Five Estuaries), surface water run off / drainage impacts on village water sources, cesspits and also on public highways will become worse - particularly around Ardleigh Road, Grange Road, Shop Road and surrounding area	National Grid has prepared a detailed Flood Risk Assessment (FRA) (document reference 7.9) as part of its Development Consent Order (DCO) application. The FRA describes baseline surface water flood risk, drawing on a range of data sources, and assesses the potential for the Project to impact on flood risk from this source. It also sets out the control and management measures that will be secured through the DCO to ensure no detriment to surface water and land drainage regimes. Meetings have been held with the North Falls and Five Estuaries wind farm project teams. These wind farms are proposed to be located off the coast of East Anglia and connect into the proposed East Anglia Connection Node (EACN) substation. Both projects involve the construction of new substations, which are proposed to be located adjacent to the EACN substation. Project teams have worked collaboratively to reduce potential cumulative traffic effects should they be undertaken in parallel. Although the North Falls and Five Estuaries shares common water environment receptors and drainage catchments with Norwich to Tilbury, it would be constructed and designed in accordance with good practice and would achieve flood risk and drainage mitigation to prevent any increases in flood risk/adverse drainage effects. No significant cumulative effects are therefore likely.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.61	Criticism of contractors used for the Project so far (the team that arrived to dig test holes on the neighbouring farm did not make prior arrangements to access land through resident's yard, and arrived with vehicles and plant, expecting access and room to park and leave their machinery over night. The contractors left huge amounts of mud on the yard and the road, and did not clean it up which is dangerous and an offence under the Highways Act 1980), and request that contractors involved in the Project in future are professional and considerate towards land and home owners	During the planning stages of the Project, and in advance of the final detailed design for construction, we undertake surveys over land so that we can understand any potential constraints to be considered in the Project design. We will endeavor to agree access on a voluntary basis wherever possible, and landowners/occupiers will always be afforded as much notice as reasonably practicable before access is taken. An advance payment of compensation will be made to you to compensate any losses incurred as a result of surveys. Any further losses will be dealt with on a proven loss basis. If we are unable to agree voluntary access, but we need to undertake particular surveys to inform design, a statutory notice may be relied upon. When taking access to land through voluntary agreement, we will seek to agree in advance access routes, suitable parking areas and any other reinvent requirements. When taking access under notice this is sometimes unachievable. If a landowner or member of the public is concerned over how a site has been left on completion of a survey, they should contact the Project team. All National Grid contractors undertake risk assessments and follow safe systems of work as per the specific Method Statement including the requirement to leave sites in the same condition post completion of the works as they were pre-commencement of the works, regardless of technology			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		type being constructed, which in turn will be independently reviewed by National Grid. This Risk Assessment and Method Statement (RAMS) will follow industry standard practice.				
9-2.62	Concern that the Project may impact / interfere with the Earth's natural electric and magnetic fields	The Electric and Magnetic Fields (EMF) produced by this Project would be 50 Hz fields. These would not impact the Earth's natural fields as they are at a different frequency. Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with EMF guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMFs can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and cables design criteria ensures they will not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance will be presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.63	Criticism that the claim that the Project will create employment opportunities is questioned, especially due to health risks associated with those working on pylons	Our industry needs to recruit 400,000 jobs between now and 2050 to get the UK to net zero. Many of these jobs will be in the engineering and construction sectors, but there will also be employment opportunities in legal, consenting, and environmental sectors. Norwich to Tilbury is a key part of the UK's proposals to reaching net zero and will create thousands of job opportunities in East Anglia. National Grid takes the issue of health very seriously and relies on authoritative and independent scientific organisations, such as the World Health Organization (WHO) and the UK Health Security Agency (UKHSA), to review the worldwide body of scientific evidence on electric and magnetic fields (EMFs) and health, as well as reviewing the science ourselves. We believe it is right that the decision on what is acceptable or not is made independently of industry. We ensure that all our assets comply with the guidelines set by Government on advice from the UKHSA. A vast amount of research has been done into the possibility of health effects, without establishing any risks below these levels set by the guidelines.			X	
9-2.64	Criticism that National Grid has underestimated the impact of the Project on tourism, and request that this impact should be more accurately quantified	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of tourism assets. National Grid has engaged with stakeholders throughout the pre-application stage.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Following feedback received from stakeholders, an additional 1 km study area (1 km buffer from the Order Limits) has been included in Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) to assess the potential impact on businesses where visual impact is likely to be an economic consideration.				
9-2.65	Concern about the lack of clarity on how much funding is available for community benefits for the Project as the Government response (November 2023) specifies that direct benefits "up to £10,000 per household within 300m of the infrastructure and for community wide benefits up to £200,000 per km of overhead lines" / Concern about the use of the words "up to" and suggest that any Community Benefits for the Project should be made Statutory and payments should be mandatory for both direct benefits to individuals and wider community benefits with payments no less than those quoted	The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.66	Request that National Grid provide further information on the construction employment numbers, particularly those outside the local area and the impact upon the local accommodation market	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual Project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Information on the estimated workforce is included in the ES Chapter 4: Project Description (document reference 6.4) and ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15). Projected construction employment is assessed as part of the Chapter 15: Socio-economics, Recreation and Tourism assessment of the ES (document reference 6.15). The ES assesses over the four-year construction phase, there would be a maximum peak day where approximately 1,720 full-time equivalent gross direct employees would be working on the Project over 180 km, of which 172 FTE are likely to be local workers. The Socio-economics, Recreation and Tourism assessment of the ES (Chapter 15: Socio-economics, Recreation and Tourism, document reference 6.15) also assesses the potential effect on visitor accommodation bedspace would be negligible.				
9-2.67	Information provided to National Grid that Phase 2 of the Chelmsford North East Bypass has planning permission. Concerns are raised regarding the length of the route and position of Pylons TB130 to TB132 and their proximity to the Bypass and the areas needed to ensure construction.	National Grid is well aware of the status of the bypass and had previously taken this into account in the development of the Project. We have continued to liaise with the Highway Authority to obtain the latest available design information and slightly adjusted the position of the pylons at either side and also modified aspects of the temporary works to better align with the bypass arrangements. This dialogue will continue and respond to the relative progress of each project through to construction.		X		

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9-2.68	Criticism that insufficient consideration has been given to economic impact of the Project on General Aviation / Criticism that the experience of pilot retraining post pandemic clearly evidences the value of grassroots training and the Self improvement route into aviation	In accordance with its responsibilities as an applicant, as described within the Government's Overarching National Policy Statement for Energy (NPS) EN-1, National Grid's appointed independent aviation consultancy has developed a methodology to assess the potential impacts of the Project on aviation including airfields in proximity. The assessment methodology enables risk-based site-specific (tailored) assessment of a range of criteria, including but not limited to, lateral and vertical clearance margins, aircraft types, airfield operational activities and procedures, and the surrounding context. The approach is informed by Civil Aviation Authority regulations and guidance as well as ongoing consultation with airfield owners and operators to agree the acceptability of proposed mitigations in relation to their operational activities. In relation to recreational effects, National Grid sought to avoid impacts on airfields or flight path of airfields during the design process. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economic, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	
9-2.69	Concern that none of the National Policy Statements (NPS) which cover Nationally Signficant Infrastructure Projects (NSIP) development address how NSIPs may affect viability on site allocations in	National Grid has obtained information on development proposals within the planning system for the area potentially impacted by the Project. The nature of our response varies as in some cases proposals can be		X		

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	a Local Plan, or on planning applications determined under the Town and Country Planning Act 1990, which may subsequently become unviable and affect the receipts which a Local Planning Authority (LPA) then is able to receive towards meeting its infrastructure needs / Criticism that without addressing this matter, National Grid cannot substantiate its claims that the Project will not prevent housing delivery	amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or factored into detailed route design. Based on known information we consider our proposals are consistent with relevant policy and guidelines and routes designed such that they do not prevent proposed housing developments. It should also be noted that there are no minimum distances prescribed in UK law between overhead lines and homes. We will continue to review planning applications and monitor emerging local plan proposals and engage with developers and local planning authorities to back-check and update our proposals as necessary. National Policy Statement (NPS) EN-5, taken together with the overarching NPS for energy EN-1, provides the primary basis for decisions taken by the Planning Inspectorate on applications for development consent it receives for Nationally Significant Infrastructure Projects (NSIPs) for electricity networks infrastructure. Paragraph 4.1.13 of NPS EN-1 sets out that where a project conflicts with a proposal in a draft Development Plan, the Secretary of State should take account of the stage which the Development Plan document has reached in deciding what weight to give the plan for the purposes of determining the planning significance of what is replaced, prevented or precluded. Paragraph 4.1.14 goes onto state that the closer a Development Plan is to being adopted, the greater the weight which can be attached to it. Paragraph 4.1.15 sets out that in				

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		the event of a conflict between local development plan policies and an NPS, the NPS prevails for the purpose of Secretary of State decision making given the national significance of the infrastructure. Furthermore, National Grid considers that the presence of Norwich to Tilbury should not prevent development sites from coming forward. National Grid would highlight Creating a Sense of Place: design guidelines which demonstrates how new developments can successfully incorporate overhead line infrastructure.				
9-2.70	Criticism that National Grid's claim that the Project will not 'prevent proposed housing developments' will not stand up to scrutiny given that: a) the Preliminary Environmental Information Report (PEIR) makes reference to a number of evidence documents which still need to be produced b) the current evidence base does not recognise the various existing housing market areas across the route c) fails to acknowledge that under Government Standard Methodology each local authority's housing targets change on a yearly basis d) their evidence does not take account of the importance of financial viability in planning, particularly in respect of its importance for infrastructure funding and housing delivery	National Grid notes this comment. National Grid has obtained information on development proposals within the planning system for the area potentially impacted by the Project. The nature of our response varies as in some cases proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or factored into detailed route design. Based on known information we consider our proposals are consistent with relevant policy and guidelines and routes designed such that they do not prevent proposed housing developments. It should also be noted that there are no minimum distances prescribed in UK law between overhead lines and homes. We will continue to review planning applications and monitor emerging local plan proposals and engage with developers to back-check and update our proposals as necessary.		X		

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9-2.71	Suggest that Section 10.5.4 of the Preliminary Environmental Information Report (PEIR) should be expanded to include the 'Joint Local Health and Wellbeing Strategy 2022 – 2027' and data available at Suffolk Office of Data & Analytics	This information has been noted and is considered within Chapter 10: Health and Wellbeing of the Environmental Statement (ES) (document reference 6.10.		X		
9-2.72	Suggest that a substantial funded landscape compensation scheme should be provided for the Project instead of community benefits (e.g. to recognise the long-term negative unmitigable construction and operational impact of the Project on landscape and visual receptors)	The Landscape and Visual Impact Assessment (LVIA) set out in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) identifies significant adverse residual effects on landscape and visual receptors along the length of the Project, up to a distance of approximately 1.5 km from the Project. Mitigation measures of relevance to landscape and visual effects are summarised in ES Chapter 13: Landscape and Visual (document reference 6.13). Any landscape softening that does not remove or reduce a significant residual effect but seeks to off-set the effect is classed as landscape compensation. Such landscape compensation measures (e.g. creating or enhancing natural landscape features outside of the Order Limits) are considered in relation to the mitigation hierarchy but there is no requirement under policy to compensate for all residual effects. The residual effects that remain following the application of the mitigation hierarchy and any compensation provided then falls to the Planning Balance.		X		
9-2.73	Suggest that delivery and maintenance activities for the Project are adequately and appropriately	The delivery and maintenance of the Project are controlled through the implementation of the Outline		X		

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	controlled through the prior approval of clear, precise and enforceable control documents in order to protect the amenity and wellbeing of the communities	Code of Construction Practice (CoCP) (document reference 7.2), Outline Landscape and Ecological Management Plan (LEMP), Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and Appendix E: Community Engagement and Public Information of the Outline Code of Construction Practice (CoCP) (document reference 7.2). Each document includes the relevant Community Liaison Officer in charge of enforcing the requirements detailed in each plan.				
9-2.74	Concern about National Grid staff having to access respondent's property, in regard to personal security (e.g. respondent may have to let strangers from National Grid into their property to carry out works when they may be home alone with limited control over who has access and when) / Concern that access for construction of the Project may make residents feel vulnerable	National Grid does not require access to private buildings but may require access to private land. Where access is required, National Grids appointed land agent Fisher German would make contact in advance to agree the time and date, and where required and appropriate can get the survey team to provide their details in advance and show identification on arrival.			X	
9-2.75	Socioeconomics, recreation, and tourism: 1.3 Is it positive to note that National Grid wants to leave a lasting positive impact amongst the communities and to help those areas to thrive and support a sustainable future. To enhance efforts, we recommend • Three of the local authorities in Essex (Tendring, Basildon, and Colchester) are part of our Levelling Up areas within Essex where efforts are being developed to create opportunities for communities	An Outline Public Rights of Way Management Plan (document reference 7.6) submitted with the Development Consent Order (DCO) application contains information of the Public Rights of Way (PRoWs) to be affected and the proposed management measures to reduce potential impacts. The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and		X		

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	within those areas to succeed in life. The report recognises that parts of our communities experience high levels of income deprivation, child and fuel poverty and some populations in the district experience negative health outcomes compared to more affluent areas, particularly, in Tendring, Basildon and Colchester. We recommend consideration of how direct employment for the Project would target and secure employment for residents along the linear Project supporting to reduce inequalities in the area • Further information is needed to understand how different stages of the Project will maximise benefits of the scheme, particularly, during construction. Opportunities for encouraging local employment could be supported through the development of an employment strategy that is inclusive and supports reducing inequalities. • Prioritising pedestrians and cyclist through changes in physical infrastructure can have positive behavioural and health outcomes, such as physical activity, mobility, and cardiovascular outcomes. The ES should consider how PRoW will be maintained where there are rerouting of pathways	their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025). National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-Economics, Recreation				

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		and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.76	Our Ask Informed by an economic development strategy, major projects should include an Employment and Skills Plan or strategy as required in section 5.4 of the Essex developer's guide to infrastructure contributions, which should be secured through the section 106 agreement. This should outline the plan for delivery of employment and skills opportunities, including opportunities for apprenticeships, work placements, school engagement and skills programmes/initiatives. It should also outline an intention to help those furthest from the job market	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual Project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job		X		

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	into employment and upskill local residents to enable them to access employment opportunities through the development. These measures seek to enable local residents to benefit economically from new developments by reducing long-term unemployment, increasing skills and employability levels as well as providing employment and inwork progression opportunities for Essex residents. The employment and skills plan should include a commitment to ensure local economic benefit through job creation, training schemes and use of local contractors where possible. Interventions/programmes should be based on research and engagement with the local community to establish skills, education and employment needs within the local community. Sustainability and legacy of any intervention or programme should be at the forefront of considerations from the outset – initiatives should continue through from construction to operation. ECC would encourage the developer to form a working group of key stakeholders to help inform and contribute to any initiative	opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.77	Employment and Skills KPIs We encourage and expect all projects and developments to use a Skills and Employment Plan to set out their strategy for supporting and delivering any S106 and non-S106 skills and	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and		X		

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	employment obligations. We encourage developers to use best practice guidance and templates provided in the Essex Developer's Guide to Infrastructure Contributions which, as a minimum refer to commitments, clear plans and targets. The employment and skills plan should be created by the applicant prior to implementation and must include a series of key performance indicators. Key performance indicators/targets for the employment and skills plan should incorporate the following, but are not limited to: Working within the existing skills and employment partnership(s) as advised by ECC and maximising the number of local skills and job opportunities on offer 2. Recruiting through Jobcentre Plus and other local employment vehicles 3. Advertising jobs via the Essex Opportunities portal or any other portal as advised by ECC 4. Where appropriate, signing up to the Essex green skills pledge 5. Setting targets and monitoring systems for a. New jobs created b. Pre-employment training c. Apprenticeships d. Vocational training (NVQ) e. Work experience (14-16 years, 16-19 years and 19+ years) and engagement with T Levels f. School, college and university site visits and	skills opportunities. This commitment is broader than the individual Project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				

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	career events g. Construction Skills Certification Scheme (CSCS) cards h. Supervisor training i. Leadership and management training j. Support with transport, childcare and work equipment k. In-house training schemes (See guidance on KPIs for employment and skills in section 5.4 of the Essex Developer's Guide to Infrastructure Contributions)					
9-2.78	Projects should: Cultivate and foster partnerships to develop a flexible and responsive skills system that aids regional and sub-regional business development, and which develops industry clusters and skills engines. Develop highly-skilled sub-regional talent eco-systems with transferable skills and competence, responsive to current and future jobs which: o builds capacity and conditions to enable shared prosperity o enable innovation, knowledge-driven and digital skills that increase productivity, and thereby aiding wealth, output and opportunity Mitigate adverse employment effects that may arise from a large-scale influx of non-homebased workers which evidence suggests increases salaries and job competition, thereby leading to higher churn and	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual Project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With		X		

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	displacement effects. This crowding out effect raises the cost for all local people, including those not directly employed by the large employers, by increasing demand for property and local services. Create the conditions for effective skills devolution by developing and taking forward an integrated whole-system approach to employability and skills	regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.79	To meet required principles, the sponsor / developer is expected to work in partnership with ECC, Essex Chambers of Commerce, SEB, JCP, training providers and others to: Link educators, business and people to develop a shared understanding of skills and drive local prosperity: o Drive strong leadership to enable local anchor institutions/strategic infrastructure projects to invest in and deliver local outreach and engagement to support sub-regional, latent talent pools; enabling future employment and agglomeration spin-out o Ensure local educational provision aligns with sub-regional employment needs o Develop and take forward integrated approaches to employability and skills with other agencies. o Foster educational partnerships to upskill and train highly-skilled workers • Cultivate skills needed for the future economy supporting productivity, future prosperity and the	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual Project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit		X		

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	fourth industrial revolution: o Invest in lifelong learning, to adapt to changing employment landscapes o Develop and unlock skills needed for future jobs o Prioritise knowledge-driven skillsets and higher-level jobs Develop and enhance sustainable high-value employment opportunities: o Support access to a highly skilled pool of local labour o Drive knowledge economy jobs o Increase the percentage of residents with skills at Level 3 and above o Further utilise the apprenticeship levy and opportunities for skills devolution to support industry and develop highly-skilled sub-regional talent eco-systems o Maximise local labour opportunities from regional developments, with career sustainability and lifelong learning at its foundation • Develop world class training and provision: o Invest in and support the local educational landscape o Develop a culture of education and industry knowledge share and pool of associate lecturers, teachers\tutors and assessors o Invest in new models of skills facilities and equipment which are aligned to employer skills need to support 'skills for the future' and a knowledge-based economy	package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	o Invest in and develop new vocational pathways such as apprenticeships, T-Levels and new models of Work Based Learning • Ensure a diverse and inclusive workforce: o Offer targeted opportunities for the hard to reach and those furthest away from the job market to access sustainable employment o Address workforce gender imbalances and promote a culture of fairness, inclusion and respect for all, through vigorous outreach, local engagement and pro-active measures to break down negative perceptions o Create localised initiatives addressing the skills needs of specific subregions of Essex, such as addressing: in work poverty, low skills levels, long term unemployment or high levels of individuals Not in Education, Employment or Training (NEET)					
9-2.80	Concern about cumulative effects with other potential and committed development within the Braintree District (such as the Braintree District Council (BDC) local plan, A12 and A120 schemes).	Chapter 17: Cumulative Effects Assessment (document reference 6.17) of the Environmental Statement (ES) details the cumulative effects assessment for the Project including the Braintree District Council (BDC) local plan. The A12 and A120 schemes have been discontinued.		X		
9-2.81	Comments supportive of the expansion of Grid for Good to deliver training and skills development in the region to encourage the next generation of green energy workers. Suggestion that this program is tailored to the unique needs,	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	characteristics, and challenges of the region and consider other projects and activities available in the area to avoid duplication	skills opportunities. This commitment is broader than the individual Project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.82	In relation to the Preliminary Environmental Information Report (PEIR) Socio-economics Recreation and Tourism chapter, suggestions to: Create tangible mechanisms for ensuring that the construction skills base is as transferable as possible to other key construction projects being	The majority of construction activities would require trained specialists who are qualified to work on high voltage electricity lines from approved contractors. Therefore, the Project will require specialist workers in contrast to general construction workers. However, it is likely that a minimum of 10% workforce would be sourced from the local labour market. The potential for		X		

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	delivered regionally Deliver with the aim to increase the size and diversity of the labour market pool Put into place clear plans (e.g., commitments within contracts) to achieve skills and employment outcomes Incorporate and use social value measures to quantify success and drive commitment and delivery of the supply chain to recruit locally and provide apprenticeship opportunities where feasible	job uptake will be skills level dependent, as well as taking into account suitability. Therefore, the Project is not able to confirm at this stage on the size and diversity of the labour market. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual Project and separate to any commitments under the proposed development consent order (DCO) for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO,				

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		as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.83	Suggestion to develop a Skills Plan including a strategic approach to developing and supporting the project's workforce requirements (to include supply chain skills). The strategic approach should consider each distinct phase of the project, feedback from employment monitoring measures and be reflective of Suffolk's economics; in particular, the local opportunity that meets skills legacy for the region	Drawing from experience from other National Grid projects, it is likely that a minimum of 10% of the construction workforce would be sourced from the local labour market. In consideration of the minimal construction employment opportunities anticipated to arise from the Project, as well as the limited scope for local employment, the preparation of a Skills Plan is deemed not to be a proportionate approach.		X		
9-2.84	Suggestion to actively engage with the Regional Skills Coordination Functions to enable a strategic approach to workforce development to maximise local benefits, minimise negative impacts and ensure efficiencies	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual Project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive		X		

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		legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.85	Suggestion that National Grid should coordinate their projects in Suffolk (e.g.: Bramford to Twinstead and Sea Link) and actively engage with the Council via a Memorandum of Understanding to secure benefits for and investment in local businesses and employment networks. National Grid should deliver sustainable societal and economic impacts in the regions that are hosting them	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual Project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures		X		

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		will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.86	Criticism of the lack of assessment undertaken in relation to the cumulative impacts of the construction and operation of the Project in combination with the build out of Dunton Hills Garden Village (DHGV) (and the wider Brentwood Southern Growth Corridor). Criticism that no information has been provided on the phasing of the Project which is necessary to minimise adverse impacts on host communities	A cumulative effects assessment has been undertaken for the Project and can be found in Chapter 17: Cumulative Effects of the Environmental Statement (document reference 6.17). The assessment has considered the potential for cumulative effects when considered with the Dunton Hills Garden Village. The full assessment can be found in Appendix 17.3: Inter-Project Cumulative Effects Assessment (document reference 6.17.A3). Dunton Hills Garden Village is captured as other project ID: A3 (BrBC). Cumulative impacts with other allocations listed within Brentwood Local Plan are provided within Appendix 17.3: Inter-Project Cumulative Effects Assessment (document reference 6.17.A3).		X		
Construction impacts						
9-2.87	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations').	X	X	X	X

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		The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS-WSI) (document reference 7.5).				
9-2.88	Concern about impact on traffic levels in local area caused by construction works (generally - no location given)	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition,	X	X	X	X

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		temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts				
9-2.89	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the	X	X	X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The				

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		dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP (document reference 7.2)) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				
9-2.90	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery (generally - no location given) (including damage in relation to this, e.g. to buildings)	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline	X	X	X	X

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		Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the local highway authorities and National Highways. An AIL routing strategy containing details about these movements are submitted in support of the Development Consent Order (DCO) application.				
9-2.91	Suggest that consideration is given to the carbon footprint of the Project during construction (e.g. construction methods, materials, transport, concrete, steel) / Concern about carbon footprint of the Project (including survey work)	National Grid has set challenging targets to reduce the carbon emissions of our organisation, including a specific commitment to deliver carbon neutral construction by 2025/26. Key to the delivery of this commitment is to measure the carbon footprint of our projects through concept, detailed design and into delivery and construction using a range of best practice carbon tools and data sets. Prior to construction, and as part of our procurement process, carbon management and carbon reduction forms a key award criteria for all projects. At tender stage, we require all contractors to calculate a detailed carbon footprint of the project using our Carbon Interface Tool (CIT), this provides a Capital Carbon baseline in Tonnes of CO2e* from which the contractors are then incentivised (via Key Performance Indicators) and quarterly reviews to reduce the Carbon	X	X	X	X

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		Footprint of the Project during construction. Contractors are contractually required to provide carbon data on a quarterly basis to demonstrate performance against carbon reduction commitments agreed at contract award. We also have a range of Net Zero working groups within National Grid Electricity Transmission that explore low carbon innovations and approaches. These groups bring together our contactors and our supply chain to help to reduce the carbon footprint of the materials and resources required to deliver our projects. These groups are: Low-carbon concrete, Low-carbon steel and aluminium, Net Zero construction and Low Carbon cables. These working groups all report progress to an overarching Net Zero forum. The carbon calculations derived from the CIT are used to inform progress against our overall strategic commitments to reducing carbon emissions across its portfolio of projects and meeting its Net Zero targets for construction projects'. *CO2e/ Carbon Dioxide equivalent: is the number of metric tons of CO2 emissions with the same global warming potential as one metric ton of another greenhouse gas. In addition, National Grid has prepared a Greenhouse Gas (GHG) Assessment (see Appendix 4.1: Greenhouse Gas Assessment (document reference 6.4.A1)). The assessment provides a simple estimate of the greenhouse gas emissions associated with the				

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		construction phase of the Project, comparing this against UK emissions to determine if the Project is likely to have a material impact on the ability of the Government to meet its carbon reduction targets. Alongside the GHG Assessment, Appendix H: Greenhouse Gas Reduction Strategy of the Outline Code of Construction Practice (CoCP) (document reference 7.2) presents how National Grid should effectively manage GHG emissions throughout the Proposed Project lifecycle in line with National Grid's net zero goals. This strategy encourages early consideration of GHG emissions and creation of appropriate governance structures and processes. This approach is in accordance with the Scoping Report (document reference 6.19) and Scoping Opinion (document reference 6.20).				
9-2.92	Suggest that field evaluation is carried for land affected by the Project (e.g. working compounds, permanent and temporary haul roads and access roads, substations and the route itself) through a variety of archaeological survey methods / that trial trenching is undertaken to establish the nature of further excavation or other mitigation measures which will be required	National Grid have undertaken a Historic Environment assessment detailed in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) as part of the Environmental Impact Assessment (EIA) process to identify likely significant effects on archaeological sites. To inform this assessment we have undertaken, alongside desk-based assessments, geophysical surveys of the areas of impact to understand the baseline historic environment and refine the Project design further. Archaeological trial trenching has also been undertaken and the scope of this has been agreed with Historic England and Local Planning Authorities. We have engaged with these stakeholders			X	

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		on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account.				
9-2.93	Suggest that all necessary archaeological fieldwork should be carried out within a clear research strategy, referring to the East of England Archaeological Research Frameworks and in consultation with local, regional and national archaeological bodies	The Written Schemes of Investigation (WSI) for the pre-application fieldwork reference the East of England Regional Research Framework to inform the aims of the fieldwork. The Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) for the post-consent phase of fieldwork for the Project also references the framework to inform strategy. We have engaged with Historic England and Local Planning Authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and will continue to engage with them post-submission to refine the details of mitigation.			X	
9-2.94	If National Grid use T-Pylons, careful consideration needs to be given to the pros and cons of this (for example T-Pylons may need permanent access routes for clearing vegetation due to their lower height)	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the		X		

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		lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report (available on the Project Website) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				

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9-2.95	Suggest that National Grid use the latest and safest practice and materials as part of the construction process	National Grid prioritises the use of the latest and safest practices and materials in its construction processes. When it comes to ensuring longevity and durability of our projects, we explore various options. We consult with experts in the field to stay updated on the latest advancements and best practices, ensuring that our projects are built to last. We have produced an Outline of Code of Construction Practice (CoCP) (document reference 7.2) which sets out the approach to the construction works, including mitigation.			X	
9-2.96	Suggest that National Grid use 40 metre trenches instead of 120 meter trenches	Set distances between underground cables are required for the thermal stability of high voltage cables. The distance of the spacing of the cables is what dictates the width of the cable swathe that is required. Typically, 800 mm spacing would be required between each cable resulting in a 2000 mm minimum trench size for three cables. There would need to be a 5000 mm spacing between each trench and a minimum of six trenches in each underground cable swathe. A haul road is also required to minimise excessive transport on local roads as well as stockpiles for subsoil and separate topsoil for the reinstatement of the underground cable swathes once works are complete. The space required is calculated to ensure that 18 cables are sufficiently spaced to provide the required heat dissipation as overheating of the cables will lead to an inefficient power system. The space required for the cable trenches is approximately 50.6 metres, the			X	

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		120 metres is the temporary area required to provide a suitable work area for access excavation and installation.				
9-2.97	Suggest that the new connectors are used for the Project, as these are safer and reliable for longer and would result in a huge reduction in the size of the substation that houses them	National Grid is not sure what the reference of "new connectors" is referring to. The substations consist of various items including circuit breaks, earth poles, insulators etc. The overall footprint of the substation is denoted by a series of factors including safety distances from live bus bars and also the ability to inspect, remove equipment without coming into contact with any fixed assets. The largest part of a substation consists of Super Grid Transformers (SGTs), shunt reactors, switchgear – which are all type approved and nominally a given size which is universally accepted. Reducing the size of an independent component would not alter the overall footprint of the substation.			X	
9-2.98	Suggest that National Grid consider 'no-dig' construction methods for compounds, access tracks, etc	In order to accommodate the imposed loading of the proposed construction vehicles within fields the ground needs to be strengthened. A No-Dig construction method would not provide the required bearing capacity.			X	
9-2.99	Suggest the that National Grid undertake further Transport Assessment works for the Project (including vehicles, access and access routes, and impacts during construction, cabling route / grid connection, and impacts during operation) / Suggest that a Transport Appraisal should be undertaken for the Project	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the			X	

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		Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Transport Assessment (document reference 7.11), submitted with the Development Consent Order (DCO) application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns during construction. Mitigation measures are proposed to minimise likely adverse impacts. The traffic levels associated with operation and maintenance activities are considered to be negligible in comparison with typical traffic levels and a traffic assessment has not been deemed necessary.				
9-2.100	Suggest that the Project does not pass directly over any Control of Major Accident Hazards (COMAH) or high-risk sites	The Health and Safety Executive (HSE) has provided its response to the Project in which it listed 3 Major Accident Hazard sites in proximity to the Project. We do not oversail any of them. We are however in consultation with the site operators in order to ensure there are no adverse impacts. Where we oversail Major Accident Pipelines, this cannot be avoided. We are in consultation with operators and specialists to assess and mitigate permanent and temporary construction impacts. Major accidents and disasters were scoped out of the Environmental Impact Assessment (EIA) in the Scoping		X		

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		Report (document reference 6.19). The Planning Inspectorate (on behalf of the Secretary of State) formally adopted its Scoping Opinion (document reference 6.20) on 14 December 2022 which has informed the scope of the EIA for the Project. A standalone major accident and / or disasters chapter is therefore not included within the Environmental Statement (Volume 6 of the Development Consent Order (DCO) application). Where appropriate, relevant environmental aspects have identified the likely risks to the Project in relation to potential areas of vulnerability, for example, any flood risk concerns are considered within Environmental Statement (ES) Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and are addressed as part of the Flood Risk Assessment (document reference 7.9).				
9-2.101	Suggest that National Grid undertake a thorough impact assessment of the Carbon emissions the Project will produce and that further consideration is given to sustainable construction practices	Appendix 4.1: Greenhouse Gas (GHG) Assessment is set out in the Environmental Statement (ES) (document reference 6.4.A1). The assessment provides a simple estimate of the Greenhouse Gas emissions associated with the construction and operation phase of the Project, comparing this against UK emissions to determine if the Project is likely to have a material impact on the ability of the Government to meet its carbon reduction targets. Alongside the GHG Assessment, Appendix H: Greenhouse Gas Reduction Strategy of the Outline Code of Construction Practice (CoCP) (document reference 7.2) presents how National Grid should	X		X	X

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		effectively manage GHG emissions throughout the proposed Project lifecycle in line with National Grid's net zero goals. This strategy encourages early consideration of GHG emissions and creation of appropriate governance structures and processes, including sustainable construction practices. This approach is in accordance with the Scoping Report (document reference 6.19) and Scoping Opinion (document reference 6.20). Commitments to sustainable construction practices are included in the Outline CoCP (document reference 7.2), including implementing a Construction Workers Travel Plan to support and encourage sustainable travel, capturing surface water runoff with sustainable drainage techniques and adopting a sustainable approach to development by proactively taking measures to ensure the Project leaves the environment in a better condition than it was before development.				
9-2.102	Suggest that strict guidelines are put in place for construction workers to limit damage to hedgerows and trees	The potential impacts on hedgerows and woodland habitat have been included within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). Further details on tree impacts are located within Appendix 13.6: Arboricultural Impact Assessment (AIA) of the ES (document reference 6.13.A6) providing further information on tree species and impact. The Outline Construction Code of Practice (CoCP) (document reference 7.2) provides information relating			X	

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		to root protection areas for high and moderate value trees together with an offset of 5 m applied for low quality trees.				
9-2.103	Criticism that in section 12.7.4 of the PEIR Vol I, National Grid acknowledges the need for the temporary access roads and haul roads to cross watercourses, however mitigation has only been proposed for the main rivers and those with WFD status (e.g. this is not acceptable as it is not in accordance with the principles of NPPF, where no increase in flood risk shall be caused by development, including along small watercourses and from the construction works)	National Grid has engaged with all relevant Lead Local Flood Authorities (LLFAs) throughout pre-application with regard to Project interactions with non- main rivers (ordinary watercourses). As part of this engagement, National Grid has shared a series of technical notes covering design and mitigation principles for drainage and works to all watercourses, including minor watercourses and drains. Feedback on these has been incorporated into relevant environment and design commitments documented in the Outline Code of Construction Practice (CoCP) (document reference 7.2) and reflected in the assessment presented in Environmental Statement (ES) Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive (WFD) Assessment (document reference 7.10).These assessments conclude, that with the proposed design and mitigation measures in place for temporary crossings of all watercourses by Project access/haul roads there would be no significant effects on these receptors, in terms of their flow regimes/flood risk and water quality, thereby achieving compliance with the principles of the National Planning Policy Framework (NPPF).		X		

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9-2.104	Criticism and request for justification for the selection of the 2m minimum distance between the pylons and an ordinary water course (as stated in section 12.7.4 in the PEIR Vol I) / Request that pylons are at least 3.5m away from the top of bank of an ordinary watercourse	A minimum distance between pylons and ordinary watercourses of at least 3.5 m has been maintained by the design and commitment W20 within the Outline Code of Construction Practice (CoCP) (document reference 7.2), secures controls on construction works in proximity to watercourses in order to reduce the risks of pollution and other impacts.		X		
9-2.105	Suggest that National Grid should minimise the amount of hedgerow removed during construction	At National Grid, we prioritise the preservation of natural habitats and landscapes during our construction projects. We understand the significance of hedgerows and their role in providing shelter, food, and nesting sites for various wildlife species. We recognise the importance of minimising the amount of hedgerow removed whenever feasible. Before undertaking any construction project, we conduct thorough assessments to identify potential impacts on hedgerows and other ecological features. Our teams work closely with environmental experts and regulatory bodies to develop mitigation measures that aim to minimise any adverse effects. The assessment of the effects of hedgerows during construction is presented in Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8). In cases where hedgerow removal is necessary, we explore alternatives such as rerouting or adjusting the Project design to avoid or reduce the impact on hedgerows. We also consider the possibility of			X	

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		transplanting hedgerow plants to other suitable locations to maintain their ecological function. National Grid is committed to responsible and sustainable practices, and we strive to strike a balance between meeting the energy needs of communities and protecting the environment. By taking into consideration all options and operating on a case-by-case basis, we aim to minimise the impact on hedgerows and ensure the long-term conservation of our natural surroundings.				
9-2.106	Suggest that National Grid should employ banksmen at road crossings to ensure local safety during construction	National Grid will consider each road crossing prior to construction to determine the most appropriate method of traffic control measures to make safe crossings.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Construction Impacts						
9-2.107	Suggest that National Grid should ensure that land (including farmland) is properly secured during construction to avoid risks to the local community and to farmers and landowners / Suggest that the number and width of crossing points over fields created through removal of hedgerow for access must be minimised and fenced with suitable lockable gates put in place to maintain physical security / Concern that the fencing of access roads will not be fully secure, impacting the safety and security of landowners	Fencing requirements during construction and required crossing points would be agreed with individual landowners. National Grid usually fence out their construction working width to protect both members of the public and livestock. This also helps to avoid trespass. Unless otherwise agreed with the landowner/occupier, the method of fencing the construction working width would be livestock-proof to ensure exclusion of any stock kept on the adjoining land. Where no livestock is kept, post and rope fences or wire may be used. National Grid would exercise reasonable care and undertake practical measures to avoid entry by trespassers. Crossing points may be included within this fencing to facilitate the continuation of agricultural operations. The crossing points would be installed at appropriate locations to enable reasonable access across the construction working width. All temporary fencing would be maintained throughout construction works until the land has been reinstated, unless otherwise agreed with the landowner/occupier. Temporary construction compounds, including offices, are secured to protect the public and prevent unauthorised entry to site. Access to temporary construction compounds would be limited to specific entry points and personnel entries/exits would be			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		recorded and monitored for both security and health and safety purposes.				
9-2.108	Suggest that National Grid should work closely with farmers in respect of soil removal, storage, reinstatement, drainage and irrigation, employing agricultural vehicles to minimise harm and compensating farmers and landowners where necessary / Suggest that National Grid ensure that full detailed remedial drainage schemes are agreed well in advance with landowners to ensure the on-going impact of the scheme is minimised from a land drainage and soil structure perspective	Landowners would be consulted on all aspects of construction including soil management, drainage, and reinstatement. Appropriate vehicles would be used for construction. Landowners would be compensated for losses, disturbance and damages in line with the Compensation Code.			X	
9-2.109	Suggest that National Grid restrict working to business hours (i.e. 9am-5pm / 8am to 5pm) on weekdays and possibly Saturdays (e.g. only Saturday mornings), avoiding Sundays and Bank Holidays entirely	Chapter 4: Project Description of the Environmental Statement (ES) (document reference 6.4) provides details of the construction working hours. It is assumed that the core working hours for construction would be: Mondays to Fridays: 07:00 –19:00 Saturdays, Sundays, Bank Holidays and other public holidays: 07:00 –17:00. No percussive piling works would take place outside of the hours of 07:00 – 19:00 Monday to Friday and 07:00 to 17:00 on Saturdays. The following operations may take place outside of the core working hours: • Trenchless crossing operations including at landfalls and beneath highways, railway lines,	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		woodlands, nature reserves, Sites of Special Scientific Interest or watercourses • The installation and removal of conductors, pilot wires and associated protective netting [included but not limited to] across highways, railway lines or watercourses • The jointing of underground cables • The continuation of any work activity commenced during the core working hours to a point where they can securely and or safely be paused • Any highway works requested by the highway authority to be undertaken on a Saturday or Sunday or outside the core working hours • The testing or commissioning of any electrical plant installed as part of the authorised development including undertaking of any identified corrective activities • The completion of works delayed or held up by severe weather conditions which disrupted or interrupted normal construction activities13 • Activity necessary in the instance of an emergency where there is a risk to persons or property • Security monitoring • Non-intrusive surveys • Intrusive surveys • Oil processing of transformers or reactors in substation sites				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		• Delivery to the transmission works of abnormal loads and any highway works requested by the highway authority to be undertaken outside the core working hours • Mechanical and electrical installation works within buildings once erected and enclosed. The core working hours exclude start up and close down activities, which can take place up to one hour either side of the core working hours. There is no intention for night working on the Project as standard. However, there would be occasions where night working is required, as set out in the operations that may take place outside of the core working hours above. There is also the potential for the trenchless crossings to be undertaken at night. Parts of the trenchless crossing operations require continuous working to achieve completion of the crossing. Some road works may also need to be undertaken at night to reduce effects on local traffic.				
9-2.110	Suggest that National Grid set out and consult on detailed plans for construction work in each area and consider feedback prior to any commencement of works	At the public information events, National Grid had technical information available on our proposals. This included our construction access plans, maps, and documents. We also had several members of the team available who could explain these documents and our plans for the construction of the Project. Following our statutory consultation, we reviewed all the feedback we received and made amendments to our alignment and access as a result of these changes.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We would not start any construction for the Project until we receive a Development Consent Order (DCO).				
9-2.111	Concern about damage to properties (including older buildings / properties) caused by vibrations from construction vehicles	The Noise and Vibration assessment, presented in Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14) includes consideration of potential damage to building and structures due to vibration during construction. Five such locations have been identified where there is the potential for damage from construction vibration without mitigation. This will be reviewed by the contractor as part of the specific noise and vibration assessments and specific measures will be put in place to manage and reduce vibration levels. These measures are secured via Appendix F: Outline Noise and Vibration Management Plan (NVMP), of the Outline Code of Construction Practice (CoCP) (document reference 7.2).	X		X	
9-2.112	Suggest that National Grid adopt a joined-up approach between the Project and other major projects in the east of England and along the east coast of England	The potential for cumulative effects to arise in combination with other projects is recognised. National Grid has addressed these cumulative effects in the Environmental Statement submitted as part of the Development Consent Order (DCO).		X	X	
9-2.113	Concern that the haul roads built as part of the Project will take agricultural land out of commission for years after they have been taken away and the land re-instated / Concern that haul roads built as part of the Project will have a lasting impact on farmland	The proposed haul road would involve the removal of the topsoil and subsoil. National Grid would then retain it on site and protect it before reinstating at the end of the Project, where practicable, to its pre-construction condition and use (or a condition discussed with the landowner). All soil handling including soil stripping,	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		stockpiling and reinstatement would be in line with relevant good practice guidance, such as the Defra Code, as detailed in the Outline Soil Resource Plan (Appendix C of the Outline Code of Construction Practice (CoCP)) (document reference 7.2). Therefore, it is not envisaged to have long-term lasting impacts on farmland due to the haul road. Chapter 6: Agriculture and Soils of the Environmental Statement (ES) (document reference 6.6) concludes that the effect on agricultural landholdings as a result of the Project would not be significant during construction, as by the end of construction, all land required temporarily would be reinstated, and effects on agricultural operations during the construction phase would be managed through compensation agreements (which lie outside of the EIA process).				
9-2.114	Concern about possible disruption to rail / public transport services caused by the Project	National Grid is engaging with Network Rail and Local Highway Authorities to minimise any such disruptions to rail and bus services. Any disruption is expected to be short term in their impact and would be implemented in agreement with the relevant authority. The Environmental Statement (ES) follows standard methodology for assessing the Traffic and Transport environmental effects of the Project. Chapter 16: Traffic and Transport (document reference 6.16) assesses the impact to bus passenger services and delay. The Transport Assessment (document			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 7.11) also provided details on the impact to public transport services as a result of the Project.				
9-2.115	Suggest that lanes and edges of the roads need to be maintained during all construction works and reinstated to their original condition once work is completed, given that large holes / channels can develop at the sides of the lanes where traffic has to pass or move across and these can become huge drops, fill with water and then drivers cannot see how deep they are ruining tyres and vehicles / Concern about the improvement, maintenance and repair of roads following completion of the Project	As part of the pre-application process National Grid has engaged with the relevant authorities, and their highways teams and National Highways to understand and gain information on their local road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Roads used for construction traffic will be monitor throughout and where damaged will be repaired by the contractor.			X	
9-2.116	Concern that the Project will result in safety implications due to working in proximity of gas pipes	In planning the Project, National Grid considers and engages with all existing utilities and agrees interface and mitigation arrangements (where required) with			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		their owners. We also consider any such future installations where planning applications are in the system and visible and likewise as part of the consultation process, we contact all third-party utility providers in the area. Working in proximity to existing utility assets (both above ground and buried) is common practice for National Grid and their contractors. However, National Grid and their contractors shall adhere to relevant Health and Safety Executive (HSE) and National Grid specific legislation, policy and guidance when constructing, operating and maintaining the Project.				
9-2.117	Concern that the Project may impact utilities and has the potential to cause disruption to neighbouring households (e.g. of water supplies, etc)	In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and visible and likewise as part of the consultation process we contact all third-party utility providers in the area.			X	
9-2.118	Criticism that National Grid have not considered flooding when planning the Project	Flood risk from rivers and surface water sources have been a consideration in informing the Projects developing design. New pylons in the floodplains of watercourses have been avoided, with a very small number of exceptions, and all of the proposed new substations are situated in low flood risk zones. Construction compounds and other elements of temporary infrastructure have also avoided areas at high risk of flooding where practicable. Where			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		development in flood risk areas cannot be avoided a suite of control and mitigation measures have been secured to prevent any increases in flood risk. These are described in the Flood Risk Assessment (FRA) (document reference 7.9) that has been submitted as part of the Development Consent Order (DCO) application.				
9-2.119	Concern about light pollution caused from construction activities for the Project	As detailed in Chapter 4: Project Description of the Environmental Statement (ES) (document reference 6.4), exterior and interior lighting would be provided at the site to allow for safe movement of equipment. All lighting would be designed in accordance with the appropriate design standards. Lighting would be directional and is intended to support safe movement of pedestrians and vehicles around the site (and minimise light spill to the local environment), the lighting would therefore not be on by default (only whilst there are activities happening at the site as dictated by operational requirements). Further mitigation measures for construction lighting are secured within the Outline Code of Construction Plan (CoCP) (document reference 7.2).	X	X	X	
9-2.120	Criticism that the Project proposes construction activities seven days per week and includes extended working hours	We acknowledge the concerns raised regarding the proposed seven-day working hours during the construction phase of the Project. These working hours have been proposed to enable efficient delivery of the Project and to minimise the overall duration of construction impacts on local communities.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Proposed working hours have been reported within Environmental Statement (ES) Chapter 4: Project Description Document Reference 6.4), along with some specific criteria where works outside of these defined hours would be permitted. The Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) detail proposed mitigation measures to reduce impacts during the construction phase of the Project. Any work proposed outside of standard hours will be carefully managed and restricted to specific situations such as safety-critical operations or where weather or technical constraints require it and will be subject to appropriate controls.				
9-2.121	Suggest that air quality is scoped into the Environmental Impact Assessment	National Grid submitted a Scoping Report (document reference 6.19) to the Planning Inspectorate on 7 November 2022. The Planning Inspectorate (on behalf of the Secretary of State) formally adopted its Scoping Opinion (document reference 6.20) on 14 December 2022 which has informed the scope EIA for the Project. The assessment of impacts on air quality as per the Scoping Report and Scoping Opinion are assessed in Chapter 7: Air Quality (document reference 6.7) of the Environmental Statement (ES).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.122	Opposition to construction activities as part of the Project	National Grid notes the respondent's feedback. National Grid has, as part of the development of the Project, considered the security measures required to ensure construction can be completed safely. Temporary construction compounds, including offices, will be secured to protect the public and prevent unauthorised entry to site. Access to temporary construction compounds will be limited to specific entry points and personnel entries/exits will be recorded and monitored for both security and health and safety purposes. Security fencing and gates are proposed for all site access points to secure the works area, the construction corridor and haul roads. In the event that a haul road is blocked, resulting in a site location becoming inaccessible from a site access point, an alternative access shall be facilitated from a suitable crossover point. In the event of any incident occurring which impacts on the safe and efficient operation of the road network, additional mitigation measures will be considered, which could include contingency routes. Contingency routes will be provided by pre-established traffic diversions and diversions as set out by National Highways, the relevant highway authorities and the police.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.123	Concern that work will be done by subcontractors who may be less communicative than National Grid when addressing issues with parishioners and Councillors locally	If we receive consent for the Project, we would use subcontractors to carry out the construction work. We will still have a dedicated community phoneline and email for members of the public should they have any questions regarding construction. We will keep people updated on construction through regular project updates and the Project website.	X			
9-2.124	Suggest that National Grid undertake a whole life carbon assessment for the Project / Suggest that a long-term environmental impact assessment would help identify which type of cabling would have the lowest impact on the carbon footprint	The need for the Project is to support the connection and transfer of green, renewable energy into the National Electricity Transmission System. The Project would support the UK's net zero target to achieve net zero emissions by 2050 through the connection in East Anglia of new low carbon energy generation, and by reinforcing the transmission network. Therefore, the operational, medium- to long-term benefits of delivering the Project on a national level are considered to outweigh any short-term impacts of greenhouse gas emissions because of material use including cables and construction activities. The Environmental Statement (ES) that accompanies the application for development consent is supported by a simple estimate of the greenhouse gas emissions associated with the construction phase of the Project, comparing this against UK emissions to determine if the Project is likely to have a material impact on the ability of the Government to meet its carbon reduction targets. The assessment also identifies potential opportunities to save carbon.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.125	Concern about soil and groundwater contamination from equipment leaks and spills (e.g. from substations)	Commitments included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) require appropriate use and storage of chemicals and fuels to be undertaken in accordance with relevant environmental legislation and will be controlled and monitored under the Outline CoCP (document reference 7.2). This will include procedures for good general construction site practices, environmental and waste management procedures, regular vehicle checks and maintenance, use of spill kits, correct waste storage and disposal, use of oil-water separators as necessary, collection of process water. In accordance with the Outline CoCP (document reference 7.2), additional restrictions are placed on works within a groundwater source protection zone 1 and 2, which are more sensitive groundwater areas. All contractors working on site will comply with current, Health, Safety and Environmental legislation. Therefore, the prevention of spills will be mitigated as part of the risk assessment process and failure to prevent spills will be supported by a robust spill response process.	X			
9-2.126	Concern that National Grid's commitment for all vehicles, including construction vehicles and generators, to be Euro VI compliant is too ambitious / unachievable (e.g. due to the number of daily vehicle movements proposed)	National Grid is committed to reducing emissions from construction vehicles and non-road mobile machinery and plant. The Outline Code of Construction Practice (CoCP) (document reference 7.2) and Appendix D: Outline Dust Management Plan of the CoCP (document reference 7.2) submitted as part of the Development Consent Order (DCO) application for the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project, set out and update, where necessary, any commitments relating to emissions from vehicles and non-road mobile machinery and plant. It is assumed that the comment that "*National Grid's commitment for all vehicles, including construction vehicles and generators, to be Euro VI compliant is too ambitious / unachievable*" relates to the Preliminary Environmental Information Report (PEIR) Chapter 7 Air Quality. Paragraph 7.8.20 in Chapter 7 refers to European Stage VI engine emission standards for non-road mobile machinery and plant, including generators. This was a typo and should have said "*European Stage IV engine emission standards*". As stated above, Appendix D: Outline Dust Management Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2) set out the most up-to-date commitments relating to emissions.				
9-2.127	Concern that parts of the Project are in close proximity to Flood Zone 3 and associated floodplains	The Project, through iterative design, has largely avoided siting new operational development in Flood Zone 3 to prevent impacts on watercourses and their floodplains. Where, in a small number of locations, this has not been practicable, in consultation with the Environment Agency and other key flood risk management authorities, mitigation has been agreed (detailed in the Flood Risk Assessment (document reference 7.9) that has been prepared) to ensure no increase in pre-development fluvial flood risk, this involves provision of compensatory storage for all	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		losses of floodplain storage volume within the 1 per cent plus climate change flood extent.				
9-2.128	Criticism that the Preliminary Environmental Impact Assessment includes very generic comments, such as "*There is the potential for the Project to increase flood risk during construction"* (paragraph 5.8.13), which do not take into consideration any potential risk to the residents, environment and surrounding areas from flood risk and how it would be mitigated	Since completion of the Preliminary Environmental Impact Assessment, the Project has been subject to a detailed Flood Risk Assessment (FRA) (document reference 7.9) that has appraised flood risk to and arising from the Project from a range of sources. An initial drainage design has also been progressed that includes a range of measures to capture, store and attenuate rainfall runoff from the Project and its construction swathe. The Flood Risk Assessment (document reference 7.9) has identified a range of good practice and additional mitigation measures that would be needed to ensure that flood risk to existing communities and infrastructure is not increased during construction and operation. These measures are described in the Outline Code of Construction Practice (document reference 7.2).			X	
9-2.129	It should also be noted that there is only one mention of the sequential test within the Preliminary Environmental Impact Assessment, and no evidence that it has been applied to this scheme at any decision-making stages / Concern that National Grid have not applied the Sequential Test and may have therefore underestimated potential flood risks for the Project	The Sequential Test encourages new development to areas at low risk of flooding. The requirements of the test have been considered through the iterative process of Project design and operational development in areas that are at high risk of flooding from rivers and surface water has been avoided along the vast majority of the Project alignment. Where this has not been possible (namely for a small number of pylons and some elements of temporary works), justification is presented within the Flood Risk			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Assessment (document reference 7.9) that has been prepared and the Exception Test has been applied, with mitigation measures, detailed in Environmental Statement (ES) Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (document reference 6.12) secured through the Development Consent Order (DCO) to ensure no increase in flood risk as a consequence of the Projects development.				
9-2.130	Based upon the Preliminary Environmental Impact Assessment, it is unclear whether there has been an exercise to determine whether the Project as proposed has the least risk to increase flooding	The National Planning Policy Framework Sequential Test encourages new development to areas at low risk of flooding. The requirements of the test have been considered through the iterative process of Project design and operational development in areas that are at high risk of flooding from rivers and surface water has been avoided along the vast majority of the Project alignment. Where this has not been possible (namely for a small number of pylons and some elements of temporary works), justification is presented within the Flood Risk Assessment (document reference 7.9) that has been prepared and the Exception Test has been applied, with mitigation measures (Detailed in Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (ES) (document reference 6.12) secured through the Development Consent Order (DCO) to ensure no increase in flood risk as a consequence of the Project's development.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.131	A flood risk assessment would have ensured an exercise to assess the likely worst case environmental, social and economic effects of the proposed development are taken into account / Criticism of lack of evidence that this has been considered for the Project or for any potential alternatives to inform the Project being chosen, and lack of evidence that the Project is the preferred option from a flood risk perspective / Criticism that flood risk assessments for the Project have been insufficient, including lack of worse case assessment	Alternatives to the Project are detailed and assessed in Chapter 3: Alternatives (document reference 6.3). The National Planning Policy Framework Sequential Test encourages new development to areas at low risk of flooding. The requirements of the test have been considered through the iterative process of Project design and operational development in areas that are at high risk of flooding from rivers and surface water has been avoided along the vast majority of the Project alignment. Where this has not been possible (namely for a small number of pylons), justification is presented within the Flood Risk Assessment (document reference 7.9) that has been prepared and the Exception Test has been applied, with mitigation measures detailed in Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (ES) (document reference 6.12) secured through the Development Consent Order (DCO) to ensure no increase in flood risk as a consequence of the Project's development.	X		X	
9-2.132	Concern about the tonnage of aggregate/stone which the Project requires for the haul roads, which occupy a far wider space overall (21 m) than the 8 m wide the National Grid originally told the respondent	The proposed haul road is only 8 m wide, reducing to 6 m in locations, however, the overall haul road swath is 21 m wide. The swathe contains material storage, fencing, drainage and is not surfaced with aggregates.	X			
9-2.133	Suggest that the Project is delivered in phases with land only being taken as the construction of the Project moves south, and at the same time the	Works will be phased in delivery. At this stage the detailed construction programme has not been finalised but it is likely that works will commence in			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	northern sections first constructed are restored and returned to landowners	several locations along the route, and the logical place to commence would be that works will commence from primary access points initially and work away from them along the length of the Project. It is also likely that there will be periods in locations where no physical construction works will be taking place as it is a linear project and certain activities can only happen in sequential order e.g., construction of access and working area, installation of foundations, tower assembly at ground level, tower erection, prep for installing conductor, installing conductor. Once the new line is switched on the demobilisation period can commence.				
9-2.134	Criticism that National Grid have not considered how construction traffic will access the land isolated where the Project crosses the London to Norwich railway, and by implication how many miles of new temporary roadways need to be constructed (this occurs at other locations where the route crosses electrified railways)	National Grid's planning and assessment include detailed assessments of how construction vehicles would access the haul road, including at points where the route crosses electrified railways. We have ensured all accesses to land affected by the alignment are maintained or provided. National Grid has worked with the Local Highway Authority, National Highways, and Network Rail to develop our access proposals for the Project. As part of the design of the access proposals we have agreed specific prescribed routes, known as Primary Access Routes (PARs) which the contractor would be required to use. We have identified suitable access routes and proposed mitigations where identified. This information has been used to inform and guide the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The Outline CTMP (document reference 7.3) also highlights any restrictions to reduce impacts to other road users from construction traffic related to the Project. Additionally, National Grid has been working with Network Rail to minimise and mitigate disruption to railways.				
9-2.135	Suggest that haul roads as part of the Project are constructed to National Highways' A road specification (including new bridges and services diversion) to ensure sufficient load and traffic level capacity for the safe passage of construction traffic / Concern that this has not yet been proposed by National Grid, so a significant cost overrun is likely	Details of the proposed haul road arrangement are provided in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), presented during the statutory consultation. This includes a standard detail showing the typical layout of the haul road as shown in the Outline CTMP (document reference 7.3). At the current design stage, the haul road design is indicative, National Grid has conducted a preliminary ground investigation and would be developing the design based on this and anticipated traffic numbers in accordance with industry standards.			X	
9-2.136	Suggest that construction work for the Project should abide by the recommendations set out in the Clocs (Construction Logistics and Community Safety) guide	An Outline Code of Construction Practice (CoCP) (document reference 7.2) and an Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) have been submitted with the DCO application. These documents have been developed in consultation with key stakeholders and contain measures, comprising effective construction logistics			X	

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		practices, management activities and techniques, that would be implemented during construction of the Project. Specifically, the Outline Code of Construction Practice (CoCP) (document reference 7.2) includes relevant standard/good practice measures relating to traffic and transport and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) provides details of the proposed traffic management of delivery vehicles and other traffic generated during construction.				
9-2.137	Suggest that all construction vehicles (e.g. lorries) used on the Project comply with the Direct Vision Standard at the level applicable from October 2024 (e.g. three stars)	The Direct Vision Standard (DVS) is a London specific standard and is a measure of how much HGV drivers can see from their cab directly, National Grid has produced an Outline Code of Construction Practice (CoCP) (document reference 7.2) and will work with local and national highways to ensure vehicles used during construction of the Project are compliant with appropriate safety and environmental standards (compliance with the Outline Code of Construction Practice to be secured by Development Consent Order (DCO) Requirement), but there is no current plan to directly replicate the DVS scheme imposed by TFL.			X	
9-2.138	Concern about the safety of cyclists in relation to construction of the Project, and suggest that all deployed drivers for the Project should have a compulsory Bikeability level 3 training. With this, also suggest that National Grid engage with Cycling UK (CUK) as CUK has previously offered	National Grid notes the response. The impact on sensitive receptors, which includes cyclists, along all Primary Access Routes (PARs) can be found in Chapter 16: Traffic and Transport (document reference 6.16) of the Environmental Statement (ES).			X	

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	face-to-face awareness sessions for companies' lorry drivers and, in some instances, organised led cycle rides for them (e.g. which may be beneficial if contractors have not already completed similar training)	The Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) identifies methods for recording and monitoring safety related issues. A Driver Information Pack issued to each driver is anticipated to include information on footways, cycleways and bridleways, and warnings of routes which could have a higher volume of pedestrians, cyclists and equestrians. Where roads are closed for safe working, it is anticipated that these roads will remain open for cyclists, where practicable and safe to do so. Commitment T08 in the Outline Code of Construction Practice (CoCP) (document reference 7.2), which accompanies the DCO (document reference 3.1), requires that site inductions cover traffic safety, highlighting the need to pay special attention to vulnerable road users. Commitment T09 requires the Main Works Contractor(s) to prepare a Driver Information Pack.				
9-2.139	Any Project for temporary accesses that are not needed for operation to be made permanent as a legacy benefit, need to be treated on a case-by-case basis. Any design may need to be altered in order to be commensurate with their future use rather than the temporary use during construction.	If consented, once the Project has been constructed and commissioned, the working areas would be removed, and the site reinstated. Temporary construction haul roads (including temporary bridges and culverts) are likely to be removed unless identified as offering a long-term improvement to the environment and land usage during the design (and agreed with the landowner, Lead Local Flood Authority and / or the Environment Agency (where required)).		X		

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		Temporary features such as site welfare, fencing and scaffolding would be removed. Any stripped topsoil would be reinstated, and the site would be returned to its former use, subject to any planting restrictions or agreements with landowners. Reinstatement would also include landscaping. This is likely to include reseeding grassland areas, replanting hedgerows, and trees. It would also include additional landscape planting in some areas to help screen the new infrastructure from sensitive receptors. Details of reinstatement is provided within the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-2.140	Suggest that a Foundation Works Risk Assessment should be completed where piles are proposed for the Project (in relation to the Preliminary Environmental Information Report (PEIR) Sections 4.8.13 and 9.5.15)	In accordance with Commitment GH02 included within the Outline Code of Construction Practice (CoCP) (document reference 7.2), a foundation works risk assessment would be undertaken, prior to construction, at locations where the use of piled foundations are required. The risk assessment would be undertaken in accordance with Environment Agency guidance 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' (Environment Agency, 2001).	X		X	
9-2.141	Based on available project information it may be reasonable to assume that there will be no consumptive use of abstracted water (as per	As described in Chapter 4: Project Description (document reference 6.4) of the Environmental Statement (ES), water supply needs for the Project	X			

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	Section 9.5.15 of the Preliminary Environmental Information Report (PEIR)). However, suggest that National Grid should note that common construction uses of water resources such as plant washing and dust suppression would be considered consumptive if water used is from a groundwater source of supply. License exemptions exist around the temporary abstraction of dewatered groundwater from construction, but to be exempt there must be no intervening use of this water prior to discharge (see The Water Abstraction and Impounding (Exemptions) Regulations 2017 Regulation 5(d)(i-ii)	during construction would be sourced either from mains water supply or in remote locations or where this option is not available water would be tankered in. Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (ES) (document reference 6.12) assesses the potential effects of the Project on surface water resources, and effects on groundwater resources are assessed in Chapter 9: Contaminated Land, Geology and Hydrogeology of the Environmental Statement (ES) (document reference 6.9).				
9-2.142	Suggest the following for the Environmental Assessment for the Project in relation to highways: - Suggest that geographical scope should include Primary Access Routes where construction or worker traffic is significant; - Suggest scoping out of transport issues from operational phase except for Abnormal Indivisible Load (AIL) movements; - Suggest that Public Rights of Way (PRoWs) should be covered in their own topic rather than covered in multiple topics; - Suggest the use of Institute of Environmental Management and Assessment (IEMA) 2023 guidance; - In relation to Rules 1 and 2, suggest that percentages should not be taken as absolutes	Chapter 16: Traffic and Transport (document reference 6.16) of the Environmental Statement (ES) identifies all Primary Access Routes used by construction vehicles and workers from the Project Site Access Points to the Strategic Road Network /Major Road Network. Operational phase has been scoped out of the Traffic and Transport assessment as per the Scoping Report (document reference 6.19) and Scoping Opinion (document reference 6.20). The AIL Access Strategy is provided as an Appendix to the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). As per the Scoping Report (document reference 6.19) and Scoping Opinion (document reference 6.20) a separate Public Right of Way (PRoW) chapter has not been provided. This is because PRoWs are assessed		X		

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	recognising that there is an element of statistical variation is survey data (e.g. increases of 29 per cent or 9 per cent should not be discounted without justification); - Suggest that data should always be used instead of engineering judgement (as the latter may be open to challenge)	using different methodologies by several different environmental topic chapters including the ES Chapter 16: Traffic and Transport (document reference 6.16), Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), Chapter 10: Health and Wellbeing (document reference 6.10) and Chapter 13: Landscape and Visual (document reference 6.13). PRoWs are therefore assessed separately within each relevant environmental topic chapter of the ES and within Chapter 17: Cumulative Effects (document reference 6.17). Further detail on PRoW is also provided within the following documents for the Project that accompany the Development Consent Order (DCO) application: • Transport Assessment (document reference 7.11) • Outline (PRoW) Management Plan (document reference 7.6) • Access, Rights of Way and Public Rights of Navigation Plans (document reference 2.5) • Traffic Regulation Order Plans (document reference 2.4) The Institute of Environmental Management and Assessment (IEMA) 2023 guidance has been used in the assessment within Chapter 16: Traffic and Transport (document reference 6.16) of the Environmental Statement (ES). National Grid has noted comments on percentages and this has been taken into consideration within the assessment.				

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		Professional judgement has only been used where no quantifiable data or standard assessment criteria is available. Where this occurs, the assessment has drawn from assessment undertaken on similar Nationally Significant Infrastructure Projects.				
9-2.143	Suggest that adequate control, monitoring and enforcement measures with regard to construction traffic should be included within Construction Management Plans for the Project	National Grid has worked with the local highway authorities and National Highways as we developed our access proposals for the Project. As part of this process, control, monitoring, and enforcement measures have been developed and are noted in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).		X		
9-2.144	Suggest that a noise and vibration management plan for the Project should be available at least 28 days prior to construction commencing	An Outline Noise and Vibration Management Plan (NVMP) has been prepared, and submitted as Appendix F: Outline Noise and Vibration Management Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2). The NVMP would be updated by the contractor following their detailed construction noise and vibration assessments into a NVMP prior to construction. The final plan (which must be substantially in accordance with the outline) will be discharged under the Development Consent Order (DCO) requirement to discharge the CoCP should development consent be granted. As currently proposed no development can commence until the final CoCP (including all management plan appendices) has been approved. This requirement will be submitted to the relevant		X		

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		Local Planning Authorities for discharge and as currently proposed in the draft DCO they will have 28 days to determine the application.				
9-2.145	Suggest the use of the Department for Environment, Food and Rural Affairs (DEFRA) Construction Code of Practice for the Sustainable Use of Soils on Construction Sites in the design and construction of the Project, including any planning conditions. With this, suggest that National Grid use an appropriately experienced soil specialist to advise on, and supervise soil handling, including identifying when soils are dry enough to be handled and how to make the best use of soils on site	Appendix C: Outline Soil Resource Plan (SRP) of the Outline Code of Construction Practice (CoCP) (document reference 7.2) sets out key strategy, methodology and guidance (including the Department for Environment, Food and Rural Affairs code and other relevant guidance), and outlines key soil mitigation measures to protect soil resources during the stages of preconstruction, construction, post construction and operation. The Outline SRP details the roles and responsibilities of the Project soil scientist, who would be a qualified soil scientist with the necessary training, qualifications, and experience and would support the site environmental manager.	X			
9-2.146	The Lead Local Flood Authority (LLFA) recommends the drainage proposal for areas under Essex should comply with SuDS Design Guide. The proposal should assess areas susceptible to surface water flooding and requires appropriate measures to mitigate any adverse impacts during construction phase, including any implication associated with existing drainage interruption / blockage or temporary diversions	The Project's overarching drainage strategy has been developed with reference to the requirements of relevant LLFA SuDS design guidance. Areas susceptible to surface water flooding have been identified and are described in the Flood Risk Assessment (document reference 7.9), which recommends a range of control and management measures to prevent increases in surface water flood risk during the construction of the Project, including measures to mitigate impacts on existing land drainage infrastructure. These measures are included			X	

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		within the Outline Code of Construction Practice (document reference 7.2).				
9-2.147	Suggest submission of a construction management strategy. This should include the following: Any temporary works (culverts) to ordinary water courses / drainage channels for the purpose to give access to the project location; The surface water management during construction of office, storage compounds; Required mitigation to prevent onsite / offsite flooding; Measures taken to prevent pollutants entering surface or ground water; and Appropriate measures to deal with spills and leakages onsite	An overarching strategy for managing construction phase drainage, in terms of quantity and quality of flows has been developed for the Project, which is described within the Flood Risk Assessment (document reference 7.9). The Flood Risk Assessment provides details of the mitigation measures that would be implemented to prevent increases to flood risk, as well as an assessment of the effects on temporary watercourse crossings. The Outline Code of Construction Practice (document reference 7.2) secures a range of measures to safeguard water quality, including measures to deal with spills/leaks and to prevent pollutants entering surface and groundwater bodies.			X	
9-2.148	Suggest that proposal for surface runoff disposal during construction phase and from built area's (offices, storage compounds) will need to be in accordance with SuDS Design Guide 2020. Suggest that unrestricted runoff from the site into any open water body or sewer is not recommended	The Projects overarching drainage strategy has been developed with reference to the requirements of relevant LLFA SuDS design guidance, including the SuDS Design Guide 2020. Runoff from construction work sites, compounds and haul roads would be subject to suitable treatment and attenuation prior to discharge to the receiving water environment, as secured by commitment W13 within the Outline Code of Construction Practice (document reference 7.2).			X	
9-2.149	Suggest that consent will be required for areas where the project will have a direct or indirect effect	As detailed in commitment W01 within the Outline Code of Construction Practice (document reference			X	

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	on drainage channels, or ordinary water courses (Section 23 of the Land Drainage Act, 1991)	7.2), all qualifying works to ordinary watercourses will accord with the protective provisions of the DCO for the benefit of the LLFAs.				
9-2.150	Support for the Trenchless construction method / Suggest geotechnical investigations and surveys are undertaken to understand the existing ground conditions and any risk associated with trenchless constriction method for proposed land	Trenchless installation techniques, such as Horizontal Directional Drilling (HDD), can be used as an alternative to a trenched (cut and cover) approach to install underground cables. It is usually the choice of methodology where minimal disturbance to above ground features is required, given trenched methods are more disruptive in terms of the level of disturbance to the landscape and environment. The benefits of using HDD need to be carefully considered to ensure ground conditions are suitable and that the balance of potential environmental effects is achieved. When utilising HDD, the underground cables need to be installed at a greater depth to provide adequate protection against inadvertent excavation strikes as this method doesn't allow us to install warning tapes/tiles above the cables. Furthermore, local constraint features that interface with the route such as water courses or other buried infrastructure may require the cables to be installed deeper to avoid clashes. The deeper the underground cables are installed, the wider they need to be spaced to allow for suitable thermal dissipation (avoiding overheating) and so a wider below ground asset corridor needs to be present to allow for the permanent underground cable corridor, this can be quite difficult to ascertain.			X	

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		HDD as a methodology increases complexities with regards to engineering, programme and in turn increase cost hence why HDD is not the preferred methodology of underground cable installation but more so an alternative means where National Grid needs to negotiate the route close to environmental sensitive receptors. We fully assess the underground cable routes in detail considering the route incumbent features and potential effects of installation by open trench method. Where such methodology is deemed not preferred then installation by HDD methods will also be assessed before deciding on where HDD would be used. There is approximately 21.5 km of underground cable on the scheme. The additional cost of utilising trenchless methods for the Project is not practical or justified in policy terms. However, National Grid remains keen to keep trenches open for the shortest practical length of time. Commitment GH01 of the Outline Code of Construction Practice (CoCP) (document reference 7.2) includes a commitment for additional intrusive ground investigation to be undertaken prior to construction with appropriate testing and assessment to inform geotechnical design.				
9-2.151	Concern in relation to Appendix H of the Preliminary Environmental Information Report (PEIR), that whilst initial assessment of vibration	The buffer for potential construction vibration SOAEL exceedances presented in Figure 14.3 of the Preliminary Environmental Information Report (PEIR)		X		

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	effects is presented, it is unclear on thresholds for 'ground compaction' or 'percussive piling'	includes both percussive piling and vibratory compaction, whichever is worst at any given location. It is assumed that percussive piling is required for pylon foundation construction and substation construction, and that vibratory compaction is required for access/haul road, substation, compound, and underground cable construction. The buffers are assigned based on the values presented in Table A14.1.4 of Appendix 14.1 of the PEIR for the two sources (available on the Project Website). The purpose of the buffers is to identify noise sensitive receptors (NSR) that fall within the buffer, and may therefore experience significant adverse effects without mitigation. Where NSR fall within the buffer, these are detailed in Section 8 of Chapter 14 of the PEIR, including the source.				
9-2.152	Criticism that the lowest observed adverse effect level Lowest Observed Adverse Effect Level (LOAEL) threshold for extended working hours presented in Table 14.2 is defined as 50 dB LAeq,T, which is the same as the LOAEL for 'normal' working hours	The LOAEL value of 50 dB LAeq,T is based on achieving good acoustic conditions during daytime periods externally (e.g. in garden spaces) and internally in living rooms and bedrooms with open windows, based on the guidance provided in BS 8233:2014 '*Guidance for sound insulation and noise reduction for buildings'*. Note that the values provide good conditions with open windows and internal conditions would be even better with closed windows. The guidelines for good daytime conditions state a time period of between 07:00 and 23:00 as daytime,		X		

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		with no separate distinction for weekends. As such, the LOAEL value stated is applicable during all periods between 07:00 and 23:00.				
9-2.153	Concern that where some elements of the project are not fixed (pylon locations and cable alignment), there is the potential for construction activities to move closer to National Schedule of Rates (NSRs), leading to increased noise/vibration levels. Suggests further detail is provided to confirm mitigation measures applied in the form of Business Process Management (BPM) would adjust accordingly to avoid significant adverse effects	There is potential for differing effects from construction noise and vibration due to the flexibility in the design, both positive and negative. No locations have been identified where significant adverse effects may occur due to flexibility in the design within the LoD, where best practicable means (BPM) are applied. As suggested, the specific mitigation measures will vary depending on the level of impact and risk for those specific works. This will principally be driven by proximity of the noise sensitive receptor (NSR) to the works. However, the specific mitigation measures would be determined by the Main Works Contractor(s) following their detailed construction noise and vibration assessments which would consider the exact location of works following the detailed design phase.		X		
9-2.154	Criticism in relation to figure 14.2 of the Preliminary Environmental Information Report (PEIR), that whilst calculations in accordance with British Standard (BS) 5228 were made on construction phase noise and vibration, it is unclear what construction activities have been used to define buffer areas indicated on Figure 14.2	The buffers for potential construction noise and vibration SOAEL exceedances presented in Figure 14.2 of the Preliminary Environmental Information Report (PEIR) includes the effects of all potential activities whichever is worst at any given location. The buffers are assigned based on the values presented in Table A14.1.3 (with regards to noise) Table A14.1.4 (with regards to vibration) of Appendix 14.1 of the PEIR (available on the Project Website).		X		

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		The buffers are presented as a whole for simplicity to indicate the extent of potential SOAEL exceedances, without mitigation. The purpose of the buffers is therefore to identify noise sensitive receptors (NSR) that fall within the buffers and may therefore experience significant adverse effects without mitigation. These were referred to as noise and vibration 'hot-spots'. Where NSR fall within the buffer, these are detailed in Section 8 of Chapter 14 of the PEIR, including detailing the source, or sources, of potential exceedance. A further detailed assessment of construction noise and vibration impacts has been undertaken for the Environmental Statement (ES), as presented in ES Chapter 14: Noise and Vibration (document reference 6.14) and associated Figures 14.2: Construction Noise Assessment Outputs (document reference 6.14.F2 and associated Figures 14.3: Construction Vibration Assessment Outputs (document reference 6.14.F3). The assessment is based on the construction plan information detailed in Appendix 14.1: Construction Noise and Vibration Data (document reference 6.14.A1).				
9-2.155	Suggestion that pre-construction works must not obstruct or disturb any public rights of way, unless otherwise agreed. Suggest management measures should be discussed, and any temporary closures	The potential impacts on Public Rights of Way (PRoW) are assessed and set out in Environmental Statement Chapter 13: Landscape and Visual (document reference 6.13), Chapter 15: Socio-economics,		X		

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	will need to be included in the Development Consent Order (DCO)	Recreation and Tourism (document reference 6.15) and Chapter 16: Traffic and Transport (document reference 6.16). The Outline Public Rights of Way Management Plan (document reference 7.6) has been submitted as part of the Development Consent Order (DCO) application, which sets out management measures and mitigation measures for PRoW affected by the construction activities. PRoWs crossing the working areas affected by pre-construction works, such as archaeological fieldwork, will be managed in discussion with the relevant local authorities. It has been agreed with Natural England that a Great Crested Newt (GCN) District Level License (DLL) will be obtained for the full extent of the Project. Pre-construction mitigation included within this license does not include amphibian fencing and will therefore not obstruct or disrupt any PRoWs.				
9-2.156	Suggestion that a workforce profile should be provided outlining peak workforce numbers, average daily workforce numbers, broad competencies of the workforce (e.g., civils, mechanical, electrical), and the anticipated split of home-based and non-home-based workforce. Suggest these profiles need to be set against the construction timeline	ES Chapter 15: Socio-economics, Recreation and Tourism sets out the anticipated peak construction workforce numbers, overall construction workforce number throughout the four-year construction period and the anticipated split of local and non-local construction workforce for the Project. The average daily workforce numbers are not provided in the ES due to the fact that the overall construction workforce number throughout the four-year construction period has been reported.		X		

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		At this stage, the competence profile of the construction workforce is not available. However, it is anticipated that this information may become accessible following the appointment of the construction contractor.				
9-2.157	In relation to the Preliminary Environmental Information Report (PEIR) Volume 1 paragraph 11.69 of the design proposals, request for detailed information regarding the Decommissioning Strategy for the 132 kV power lines, including whether foundations will be removed to plough depth	The decommissioning for 132 kV steel lattice towers is site specific. Generally, these towers will have a number of the tower legs cut and then felled onto open land via puling with a tractor (or similar) and connecting cable. Where site constraints restrict felling in this manner the towers will be dismantled section by section from the top of the tower down to the base via crane. Tower foundations will be removed to below plough depth where reasonably able to do so.		X		
9-2.158	Specific Comments on the Mitigation Measures, relating to transport, as set out at Table 5.1 are as follows: • Further details are required on the Staff Travel Plan, including management processes, controls, targets, reporting and the approval process. • Wheel washing is required at any access where there is significant vehicle movement to prevent detritus being brought onto the highway and in the interests of road safety. • Complaints relating to traffic and transport should be reviewed as part of the CTMP. • The contractor must have measures in place to	An Outline Construction Worker Travel Plan (CWTP) (Appendix B of the Outline Construction Traffic Management Plan (CTMP) document reference 7.3)) has been developed and was issued to local highway authorities in May 2025. It forms part of the Development Consent Order (DCO) application. The Outline Construction Traffic Management Plane (document reference 7.3) includes information on the complaints procedure. The Outline Code of Construction Practice (CoCP) (document reference 7.2) includes a commitment that members of the community, local businesses and local stakeholders would be kept informed regularly of the works through		X		

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	prevent deposits onto the public highway, with the ability to rectify any issues as soon as reasonably possible, if conditions on the public highway worsen	active community liaison. This would typically include the notification of 'noisy activities', heavy traffic periods and start and end dates of key phasing. A contact number would be provided which members of the public can use to raise any concerns or complaints about the Project. All construction-related complaints would be logged by the Main Works Contractor(s) in a complaints register, together with a record of the responses given and actions taken. The Outline CoCP (document reference 7.2) includes a commitment that the Main Works Contractor(s) would seek to ensure no debris deposits on to the public road occur due to construction traffic and that cleaning facilities are available where required.				
9-2.159	Given the shift patterns proposed, it is not understood why any staff vehicles would arrive during the traditional peak hours, as above a review mechanism should be embedded into the CTMP, such that the staff arrival and departures patterns are monitored and if more typical shift patterns are exhibited, a review of the development impacts is undertaken and in the event of any additional impacts being identified, reasonable and pragmatic management measures are implemented to reduced these impacts. Any assessment of peak hour impacts within the Transport Assessment should consider the potential for movements within these hours	An Outline Construction Workers Travel Plan (CWTP) (Appendix B of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3)), has been developed. Details include the monitoring of staff shift patterns and inclusion of this within the monitoring report shared with Local Highway Authority. The assessment of the impact of construction traffic during the AM and PM peak hours included in the Transport Assessment (document reference 7.11) considers administrative staff vehicles arriving at or departing from the satellite and main compounds during the traditional peak hours. On the other hand, construction staff vehicles are expected to arrive before 7am and after 7pm and		X		

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		therefore these have been excluded from the assessment.				
9-2.160	The outputs from the booking system should be reported to the local authorities so that compliance with assessed HGV numbers can be evidenced, and to inform future developments	The Outline Construction Traffic Management Plan (document reference 7.3) includes details of the HGV tracking including GPS on a high proportion of HGVs and number plate tracking for all HGVs making deliveries. This will be used to undertake enforcement actions if required.		X		
9-2.161	The frequency of use of the contingency routes needs to be considered. Further information is also sought on the location, purpose and use of the Alternative Access Routes referred to in the consultation materials	The Outline Construction Traffic Management Plan (document reference 7.3) details the Main Works Contractor(s) to communicate the proposed use of contingency routes when required to the Local Highway Authority.		X		
9-2.162	The management measures within Section 6 do not require the developer to achieve any levels of sustainable travel and do not include any material commitments. EN-1 sets out the need for achieving sustainable transport patterns. Measures should be put in place that ensure high levels of car share or other non-car modes reflecting any assumptions within the ES and Transport Assessment. This should be monitored, reported and managed to respond to low levels of car share	An Outline Construction Worker Travel Plan (CWTP) (Appendix B of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3)), has been developed and includes monitoring and management of staff travel to the construction site.		X		
9-2.163	The monitoring of vehicle movements through the CTMP needs to be reported to the local highway authorities, so that any incidence of failed compliance is understood and can be investigated,	Details of the monitoring for route compliance is detailed within the Outline Construction Traffic Management Plan (CTMP), (document reference 7.3).		X		

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	along with monitoring of staff arrival and departure patterns and modal splits. There is significant concern about construction vehicles failing to utilise the construction routes, and so robust monitoring processes are needed to give confidence	An Outline Construction Worker Travel Plan (CWTP), (Appendix B of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3)), has been developed which details the monitoring processes proposed for staff arrival and departure.				
9-2.164	All HGVs accessing the site should include some form of identification within the cabin so that project vehicles are identifiable to the public	Details on the identification for HGVs are included within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).		X		
9-2.165	It is recommended that an Outline Access Management Plan is submitted as part of the DCO, the plan should look to: • Set out the requirements and standards that will be incorporated into the final access design. • The approach to accessing the site, including access and haul road crossing locations. • Explanation of the rationale for the design of the accesses / crossing points. • Drawings of the accesses/crossing points, including extent of red line, highway boundary, swept paths and visibility splays. • A Road Safety Audit with designers' response. • Mitigation measures. • The process for technical approval. • Traffic management. • Access management. • Processes for protecting the highway from detritus.	Noted, these have all been provided within the Development Consent Order (DCO) submission. In addition, individual drawings for accesses and crossing points have been produced and submitted to individual Local Highway Authorities for acceptance within the Stage 1 Road Safety Audit process. Each individual drawing included: • location, • visibility splays based on existing speed limits or surveyed speed data or engineering judgement where reduction of speed is intended, • vehicle swept paths of construction vehicles, • vehicle movement forecasts, • additional areas of visibility on the outside of the curve (Figure 3.9 CD 123 Version 2.1.0). The drawings were accompanied by a Road Safety Audit brief, compiled in accordance with Standards for Highways, DMRB GG119.		X		

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9-2.166	The Council welcomes the commitment at 5.5.4 of the CTMP that security gates are to be set back a minimum of 20 m from the edge of the carriageway to allow for vehicles transitioning between the works area and public highway to stop outside of the gate whilst not impeding the public highway. Further clarification is sought to confirm that this is the correct distance to ensure that waiting vehicles have sufficient space to sit without blocking onto the highway, along with the proposed management arrangements of the accesses to minimise vehicles waiting on the public highway	Illustrative details contained within Document Reference 2.6.3 specifies a minimum 20 m set back distance from the carriageway for gates at site access points or vehicle crossover bellmouths, which provides sufficient space for construction vehicles to wait without impeding the highway. Traffic management will be provided at site access points or vehicle crossover bellmouth locations where required, and additionally, welfare huts are to be provided in locations where required, to provide facilities for gatemen to assist with access/egress arrangements of construction traffic to minimise waiting times on the public highway.		X		
9-2.167	The DCO will need a mechanism for recovering costs as a result of extraneous traffic on the local highway network associated with construction of the development	National Grid would not agree to any payment up front for potential damage, if there is damage that National Grid would be liable to rectify, it may be that National Grid choose to rectify this themselves in the first instance but only upon agreement that National Grid have been the sole cause of any damage. Any such agreement will need to be managed on a case-by-case basis and as a result of the joint agreement of the parties involved, including National Grid.		X		
9-2.168	It is noted that Paragraph 5.11.28 of the Overarching National Policy Statement for Energy (EN-1) states that "*Where a proposed development has an impact upon a Mineral Safeguarding Area (MSA), the Secretary of State should ensure that appropriate mitigation measures have been put in*	Details on the mineral resources, including Mineral Safeguarding Areas, and minerals infrastructure crossed by the Project are included within Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2) of the Environmental Statement (ES).		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	place to safeguard mineral resources". Active extraction sites are within the MSA and so ensuring the ability of these sites to operate in accordance with their planning permission and thusly make their quantified contribution to the strategic supply of minerals to Essex and beyond is therefore a material planning consideration					
9-2.169	The MWPA are currently engaged in a Review on its Minerals Local Plan (MLP), which involved a Call for Sites exercise where respondents put forward land in their ownership for consideration for allocation for future extraction. From the CRF it can be seen that promoters of sites put forward as part of the MLP Review have also provided representation to this National Grid consultation. Examples of this can be found at CRF References 4.13.237 and 4.14.11. It is welcomed that throughout the CRF, National Grid makes numerous acknowledgements that the proposed route has the potential to impact on a number of active quarries as well as these other parcels of mineral bearing land that have been submitted to the MWPA for potential allocation for mineral extraction. The MWPA welcomes the principles set out in National Grid's responses, which are that National Grid are working to ensure their route impacts on as little mineral safeguarded land as possible, including working directly with site promoters. The MWPA suggests that this is the	Acknowledgement of the review of the Minerals Local Plan is included in Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) and Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2) Details of the sites identified within the Call for Sites exercise are also included within Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2). National Grid continue to engage within the relevant minerals operators/promoters.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	kind of proactive engagement that would benefit from being appropriately documented in MIIAs and WIIAs for the benefit of both the Planning Inspectorate and the MWPA					
9-2.170	It is further noted that the MWPA would welcome early engagement on all minerals and waste safeguarding documents ahead of submission to the Planning Inspectorate. Whilst it is noted that CRF Reference 4.2.100 states that at least some of the documents requested by the MWPA will be submitted with the planning application, and the MWPA will therefore have a chance to review the documents at that point, early engagement has often proved useful in these matters to avoid issues arising deeper into the planning process. This is also set out within the procedures found in Appendix Three	Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2) has been included within the submission of the Environmental Statement (ES). An earlier draft of this document was also submitted with the Preliminary Environmental Information Report for the purposes of the statutory consultation (See project website).		X		
9-2.171	It is noted that in its response to the MLP Review, National Grid highlighted that the proposed route has the potential to impact five of the Candidate Sites submitted to the MWPA for potential inclusion in the next MLP. Of these, National Grid noted that they are in consultation with the site promoters and, at this stage, do not consider that the proposed route of the project would be a showstopper to three of these sites being allocated in a future MLP. In relation to A85 and A86 however, it is stated that "*National Grid considers*	Acknowledgement of the review of the Minerals Local Plan and Call for Sites exercise is included in Environmental Statement (ES) Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) and Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2). Details of the sites identified within the Call for Sites exercise are also included within Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2).		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	that it must object to the potential inclusion of Sites A85 and A86 and requests that these candidate sites are discounted from the Essex Minerals Plan Review on the basis that their inclusion will significantly constrain the ability to route the underground and overhead transmission equipment required for the Norwich to Tilbury Project." Without any prejudice to the outcome of the Essex MLP Preferred Site selection exercise, which has yet to conclude, it is noted that Site A85 and Site A86 are the only Candidate Sites put forward as part of the MLP Review which include resources of silica sand. This is a rarer and more valuable resource than the building/ concreting sand found across much of Essex due to its specialist uses. The British Geological Survey1 states that for most applications, silica sands have to conform to very closely defined specifications, and consistency in quality is of critical importance. This makes deposits of silica sand more difficult to substitute with other silica sand deposits and consequently different grades of silica sand are usually not interchangeable in use. This in part allows silica sand to command higher prices than construction sands and they serve a wider geographical market because of it, making this resource regionally significant. The same fact sheet lists an Essex producer as being an important producer in	National Grid will continue to engage with the relevant mineral operators. In addition, design scenarios have been included within Environmental Statement (ES) Chapter 4: Project Description (document reference 6.4) which includes options in regard to if these sites become allocated, which have been developed in consultation with relevant landowners/mineral promotors.				

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	England, and it is from this part of the county, represented by the proposed site extensions A85 and A86, where the only deposits have been found. In relation to the above, the MWPA notes that representatives of National Grid met with MWPA planning officers in May 2024 where this issue was constructively addressed. The MWPA notes that National Grid resolved to reassess their conclusions regarding Site A85 and Site A86 by assessing whether there were any opportunities for realignment now that this silica sand issue has been raised. The MWPA again stresses that no decision has been to allocate any site, including Site A85 and A86, but is required to raise this issue under the auspices of its requirement to safeguard finite mineral resources					
9-2.172	Returning to CRF Reference 4.2.100, the MWPA notes that a Minerals Resource Assessment (MRA) is intended to be produced. Appendix Three of this response sets out what the MWPA would expect to see from an MRA, which assesses impacts on MSA designated land which is not allocated, permitted or active for mineral development. CRF References 4.14.109 and 4.14.111 touch on the issue of how pylon location will impinge on the wider future potential extraction of sand and gravel. The response to this issue however takes a largely site-based focus rather than one rooted in the MSA as a whole. Assessing site-based impacts is not	A qualitative Minerals Resource and Minerals Infrastructure assessment is included within Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2) which discusses the impacts on safeguarded areas that do not have planning permission as well as active minerals infrastructure. In regards to the brick clay deposits, pylons have been sited outside of these areas as far as practicable to ensure impacts on the brick clay are limited.		X		

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	the typical role of an MRA, which is to quantify the extent of mineral bearing land, typically without planning permission, that the proposed development will sterilise and make unworkable without prior extraction. It is the MIIA (and WIIA) that address site specific issues although naturally all minerals and waste safeguarding requirements can be incorporated into a single impact document. The MRA's primary purpose however is to demonstrate that the impacts of this development on unworked mineral resources are fully understood and that the mitigation hierarchy has been fully implemented in accordance with national and local policy. The MWPA recognises that the normally requested sampling techniques to inform an MRA are not practical given the size of the proposed development. It is also recognised that prior extraction outside of where land is currently being worked or has been put forward for allocation is also unlikely given the linear form of the development. The MWPA do however expect the MRA to set out the extent that issues of mineral sterilisation have impacted on the final proposed route. For example, it would include more detail around such statements as found on Page 38 of the Project Background Document 2024, which declares that "*We have also widened the order limits in this area to allow for routeing changes to*					

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	respond to a possible allocation for mineral extraction that could be confirmed in 2024".The MWPA further expects the future MRA to spatially qualify and quantify the extent of mineral bearing land, both visually and in hectares, that would be sterilised by the proposed development. This would be achieved by calculating the extent of land that would be objected to by National Grid for mineral extraction due to the need for stand-offs from pylons, cabling and any other infrastructure. The MRA can then set out how minimisation of this impact has been sought. This is particularly important in relation to the brick clay resource which is worked on a limited scale in Essex, including for use in specific heritage projects which rely fully on this resource being available					
9-2.173	The MWPA acknowledges the Preliminary Minerals Resource Assessment (PMRA) forming Appendix 9.2 of the Preliminary Environmental Impact Report and recognises it addresses many of the issues set out above. It is assumed that an updated MRA will be produced when the final route is proposed as the current PMRA is based on Order Limits that it is assumed will be narrowed as certainty increases. Either way, the MWPA accepts the principle that prior extraction is not practical outside of allocated or proposed sites. This satisfies the prior extraction test set out in NPPF Paragraph 216d. Should the final MRA come to a similar conclusion, this will be	A qualitative Minerals Resource and Minerals Infrastructure assessment is included within Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2) of the Environmental Statement (ES). The assessment has come to similar conclusions as the report submitted as part of the Preliminary Environmental Information Report (PEIR) at statutory consultation (see the project website).		X		

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	accepted by the MWPA. It is however noted that the PMRA states in its conclusion that "*the quantity of mineral sterilised by the Project is insignificant in the context of the extensive occurrence of sand and gravel within all counties and the national need/significance of the Project*". The MWPA notes that abundance is not a material consideration when assessing whether best use has been made of finite resources as required by NPPF Paragraph 215					
9-2.174	To conclude, the MWPA accepts, subject to a satisfactorily completed MRA, that prior extraction is not practical at the proposed development site. The MPWA notes that the site promoters are proactively holding conversations with the site promoters of candidate sites for future mineral extraction submitted through the MLP Review process, which is welcomed, as is the ongoing liaison between MWPA officers and representatives of the project. The MWPA does however request the submission of MIIAs and WIIAs based on the schedule of existing sites set out at Appendix Two. The MWPA would welcome further engagement in relation to the requirement for MIIA and WIIA	Noted. A qualitative Minerals Resource and Minerals Infrastructure assessment is included within Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2) of the Environmental Statement (ES) which includes an assessment of minerals infrastructure.		X		
9-2.175	The MWPA note the National Grid's response to comments relating to Bradwell Quarry on page 416 (Reference 3.14.52) of the 2022 non-statutory	National Grid notes that this comment is from a previous round of consultation undertaken on the Project. The content/request is superseded by recent		X		

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	consultation Feedback Report, however, all other comments have not been addressed. The MWPA wishes to comment on the statements (Reference 3.14.52) within your response as set out below: Quarrying activities and the routeing of overhead lines may not be incompatible, for example it may be possible to oversail extraction areas. Likewise, where oversail may not be possible the potential loss of resource (which may primarily be financial) must be considered against the effects arising from possible alternative routes. In the Bradwell Quarry area National Grid consider that an alignment which oversails the existing consented area and minimises interaction with a future expansion area (for which no planning application has been made at this time) provides an appropriate balance at this stage. A more extensive alternative route would be longer with larger changes of direction, greater effects on residential amenity (i.e. an existing property as well as new housing for which an application has been submitted) and increased effects on listed buildings, whilst still requiring some oversail of the potential quarry expansion area. As a point of principle, it is incorrect to say the loss would be only financial, any sterilisation of permitted mineral reduces the County's "landbank" of permitted mineral. If the Landbank is reduced, then the MWPA may need to consider allocating	consultation responses received from Essex County Council. National Grid's response to comments received from stakeholders, including Essex County Council, for the 2023 non-statutory consultation and 2022 non-statutory consultation can be found in Appendix B and Appendix C of this report. A qualitative Minerals Resource and Minerals Infrastructure assessment is included within Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2) of the Environmental Statement (ES) which includes an assessment of minerals infrastructure including Bradwell Quarry.				

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	further mineral reserves. The purpose of the mineral safeguarding area is to protect mineral resources from sterilisation, both permitted and potential mineral resources and is required by the NPPF para 2010, extract below: However, it is now noted that with respect to Bradwell Quarry site A7 (ECC ref ESS/12/20/BTE), the lines oversail the workings, which is preferable. That said, it should be noted that extraction has commenced in site A7 and will continue for 10 to 12 years. An MIIA will be required, to demonstrate that the construction works, and development of the overhead lines would not adversely impact the effective working of the quarry. If mineral within the MSA is to be sterilised, likely through pylon bases, then the application for the overhead lines would be required to be accompanied by a MRA to demonstrate what quantity of mineral would be sterilised and whether there was any opportunity for prior extraction. As set out in the MWPAs response June 2022, the MWPA would be willing to discuss the content of the MRA, MIIAs and WIIA's required with respect to Essex County's mineral and waste sites					
9-2.176	A significant proportion of the proposals are located across land which is designated as a Mineral Safeguarding Area (MSA) and therefore the application is subject to Policy S8 of the Essex Minerals Local Plan 2014 (MLP). The MLP can be	National Grid notes the respondent's feedback.		X		

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	viewed on the County Council's website via the following link: https://www.essex.gov.uk/minerals-waste-planning-policy/minerals-local-plan					
9-2.177	Policy S8 of the MLP requires that a non-mineral proposal located within an MSA which exceeds defined thresholds must be supported by a Minerals Resource Assessment to establish the existence, or otherwise, of a mineral resource capable of having economic importance. This will ascertain whether there is an opportunity for the prior extraction of that mineral to avoid the sterilisation of the resource, as required by the National Planning Policy Framework (Paragraph 210). The NPPF requires policies that encourage the prior extraction of mineral where it is practical and environmentally feasible	National Grid notes that this comment is from a previous round of consultation undertaken on the Project. The content/request is superseded by recent consultation responses received from Essex County Council. National Grid's response to comments received from stakeholders, including Essex County Council, for the 2023 non-statutory consultation and 2022 non-statutory consultation can be found in Appendix B and Appendix C of this report. A qualitative Minerals Resource and Minerals Infrastructure assessment is included within Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2) of the Environmental Statement (ES).		X		
9-2.178	The area of land associated with the proposed development that lies within an MSA for sand and gravel exceeds the 5ha threshold upon which local resource safeguarding provisions are applied for this mineral. Part of the application site also falls within a MSA for brick clay and exceeds the threshold of one dwelling for this mineral. These thresholds are defined in Policy S8 of the MLP. Policy S8 of the MLP therefore applies, and this states "…*Proposals which would unnecessarily sterilise mineral resources or conflict with the*	National Grid notes that this comment is from a previous round of consultation undertaken on the Project. The content/request is superseded by recent consultation responses received from Essex County Council. National Grid's response to comments received from stakeholders, including Essex County Council, for the 2023 non-statutory consultation and 2022 non-statutory consultation can be found in Appendix B and Appendix C of this report. A qualitative Minerals Resource and Minerals Infrastructure assessment is included within Appendix		X		

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	effective workings of permitted minerals development or Preferred Mineral site allocation shall be opposed." Therefore, a Minerals Resource Assessment (MRA) is required as part of a planning application to establish the practicality and environmental feasibility of the prior extraction of mineral such that the resource is not sterilised where this can be avoided. If found to be practical and environmentally feasible, prior extraction is expected to take place ahead of sterilisation by non-mineral development. The scope and level of detail of a Minerals Resource Assessment will be influenced by the specific characteristics of the site's location, its geology, and the nature of the development being applied for. However, a number of key requirements can be identified which are likely to satisfy the MWPA that the practicality and environmental feasibility of prior extraction have been suitably assessed in the MRA. The detail to be provided should be in proportion to the nature of the proposed application. The MWPA welcomes early engagement to clarify the requirements of MRA	9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2) of the Environmental Statement (ES). The Minerals Resource and Minerals Infrastructure assessment has been written with regard to the Minerals Safeguarding Practice Guidance and considers relevant local planning policies, including Essex County Council's Minerals Local Plan.				
9-2.179	Application area in relation to MSA/MCA Description of development including layout & phasing Timescale for development / Whether	National Grid notes that this comment is from a previous round of consultation undertaken on the Project. The content/request is superseded by recent		X		

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	there is any previous relevant site history – this could include previous consideration of site or adjacent land in preparation of Minerals Local Plan, any previous mineral assessments and market appraisals, boreholes, site investigations, technical reports and applications to the MWPA for extraction	consultation responses received from Essex County Council. National Grid's response to comments received from stakeholders, including Essex County Council, for the 2023 non-statutory consultation and 2022 non-statutory consultation can be found in Appendix B and Appendix C of this report.				
9-2.180	Type of mineral Existing mineral exploration data (e.g. previous boreholes in area) Results of further intrusive investigation if undertaken Extent of mineral – depth & variability Overburden – depth & variability, overburden:mineral ratio. To be expressed as both actual depths and ratio of overburden to deposit, as well as variation across the site. Mineral quality – including silt %/content and how processing may impact on quality. Consideration should give given to the extent to which the material available on site would meet the specifications for construction. An assessment of the amount of material that would be sterilised (whole site area) and could be extracted (following application of any required buffer zones). Estimated economic/market value of resource affected across whole site and that which could be extracted	National Grid has noted that this comment is from a previous round of consultation undertaken on the Project. In Essex County Council's full response to the 2024 statutory consultation, it was agreed that this level of investigation/detail is not practical for a route of this nature.		X		
9-2.181	Ecology designations, Landscape character, Heritage designations, Proximity to existing dwellings, Highways infrastructure, Proximal	National Grid notes that this comment is from a previous round of consultation undertaken on the Project. The content/request is superseded by recent		X		

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	waterbodies, Hydrology, Land stability, Restoration requirements, Effect on viability of non-minerals development including through delays and changes to landform and character, Utilities present etc. Constraints should be assessed in light of the fact that construction of the non-minerals development would be taking place e.g. landscape issues are to be presented in light of the final landscape likely to be permanent built development. It is held that mitigation methods employed as part of the construction of the non-minerals development may also facilitate prior extraction at that locality	consultation responses received from Essex County Council. National Grid's response to comments received from stakeholders, including Essex County Council, for the 2023 non-statutory consultation and 2022 non-statutory consultation can be found in Appendix B and Appendix C of this report.				
9-2.182	Ability of site to incorporate temporary mineral processing plant, Proximity to existing mineral sites or processing plant, Context of site and mineral within wider mineral resource area, Proximity to viable transport links for mineral haulage, The potential for indigenous material to be used in the construction of the proposed development, thereby reducing/removing the need for import, Potential benefits through mineral restoration e.g. land reclamation, landscape enhancement, Any opportunities for ancillary extraction as part of the primary development of the site such as foundations, footings, landscaping, sustainable drainage systems, Evidence or otherwise of interested operators/local market demand	National Grid notes that this comment is from a previous round of consultation undertaken on the Project. The content/request is superseded by recent consultation responses received from Essex County Council. National Grid's response to comments received from stakeholders, including Essex County Council, for the 2023 non-statutory consultation and 2022 non-statutory consultation can be found in Appendix B and Appendix C of this report.		X		

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9-2.183	Whether mineral extraction at the site would be practical, based on conclusions of a competent person, Whether prior extraction is practical at the site in the context of the non-mineral development, taking into account the estimated value of the mineral, restoration and the viability of the proposed development, How the MRA has informed the proposed non-mineral development, If prior extraction is not practical, the justification for sterilising the mineral, If prior extraction is practical, how this will be phased as part of, or preceding, the non-mineral development, Whether prior extraction is environmentally feasible, Whether the site has the potential to be worked for mineral in the future	National Grid notes that this comment is from a previous round of consultation undertaken on the Project. The content/request is superseded by recent consultation responses received from Essex County Council. National Grid's response to comments received from stakeholders, including Essex County Council, for the 2023 non-statutory consultation and 2022 non-statutory consultation can be found in Appendix B and Appendix C of this report.		X		
9-2.184	An MRA is expected to be evidence based and informed by quantified information. To ensure that a comprehensive assessment of the mineral resource at risk of sterilisation is undertaken, it is recommended that: • Any questions regarding the scope of an MRA are discussed with the MWPA as early as possible; • a draft borehole location plan is agreed prior to commencement, and preferably as part of pre-application; • the borehole depths should be sufficient to prove the depth of the safeguarded deposit; • borehole analysis must note the depth of the water table; • a non-stratified sampling technique is applied. An initial spacing of approximately 100m-150m centre to centre should be considered, with additional locations if required	National Grid notes that this comment is from a previous round of consultation undertaken on the Project. The content/request is superseded by recent consultation responses received from Essex County Council. National Grid's response to comments received from stakeholders, including Essex County Council, for the 2023 non-statutory consultation and 2022 non-statutory consultation can be found in Appendix B and Appendix C of this report. A qualitative Minerals Resource and Minerals Infrastructure assessment is included within Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2) of the Environmental Statement (ES). The Minerals		X		

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	to determine the extent of deposits on site; and • The MRA provides documented evidence confirming any commercial interest in working the resource at risk of sterilisation based on its quality, quantity, and viability of prior extraction	Resource and Minerals Infrastructure assessment has been written with regard to the Minerals Safeguarding Practice Guidance.				
9-2.185	The MRA should be prepared using the Pan-European Standard for Reporting of Exploration Results, Mineral Resources and Reserves (PERC) Standard, which was revised and published on 23 May 2013. Any application, through a MRA or otherwise, is required to be submitted with sufficient information such that the issues raised through Policy S8 of the MLP can be appropriately considered	National Grid notes that this comment is from a previous round of consultation undertaken on the Project. The content/request is superseded by recent consultation responses received from Essex County Council. National Grid's response to comments received from stakeholders, including Essex County Council, for the 2023 non-statutory consultation and 2022 non-statutory consultation can be found in Appendix B and Appendix C of this report. A qualitative Minerals Resource and Minerals Infrastructure assessment is included within Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2) in the Environmental Statement (ES). The Minerals Resource and Minerals Infrastructure assessment has been written with regard to the Minerals Safeguarding Practice Guidance.		X		
9-2.186	The application site passes through a number of Mineral Consultation Areas as shown in Appendix One and listed in Appendix Two. With regard to Mineral Consultation Areas, Policy S8 of the MLP seeks to ensure that existing and allocated mineral sites and infrastructure are protected from	National Grid notes that this comment is from a previous round of consultation undertaken on the Project. The content/request is superseded by recent consultation responses received from Essex County Council. National Grid's response to comments received from stakeholders, including Essex County		X		

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	inappropriate neighbouring developments that may prejudice their continuing efficient operation or ability to carry out their allocated function in the future. Policy S8 of the MLP defines Mineral Consultation Areas as extending up to 250m from the boundary of an infrastructure site or allocation for the same. Paragraph 187 of the NPPF states that "Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed." Due to the proposed project passing through Mineral Consultation Areas, a Mineral Infrastructure Impact Assessment (MIIA) is required as part of a planning application. The MWPA has designed a generic schedule of information requirements that should be addressed as relevant through an MIIA. The detail to be provided should be in proportion to the nature of the proposed application.	Council, for the 2023 non-statutory consultation and 2022 non-statutory consultation can be found in Appendix B and Appendix C of this report. A qualitative Minerals Resource and Minerals Infrastructure assessment is included within Environmental Statement (ES) Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	A MIIA is expected to be evidence based and informed by quantified information. It is recognised that the requirements of an MIIA may be addressed through other evidence base documents, such as those addressing transport, odour and noise issues. In these instances, it would be acceptable for the MIIA to signpost to the relevant section of complementary evidence supporting the planning application. The MWPA welcomes early engagement to clarify the requirements of MIIA					
9-2.187	The application site passes through a number of Waste Consultation Areas as shown in Appendix One. Its location within these Waste Consultation Areas means that an application would be subject to Policy 2 of the Essex and Southend-on-Sea Waste Local Plan 2017 (WLP). The WLP can be viewed on the County Council's website via the following link: https://www.essex.gov.uk/minerals-waste-planning-policy/waste-local-plan Due to the proposed project passing through a Waste Consultation Area, a Waste Infrastructure Impact Assessment (WIIA) is required as part of a planning application. In order to satisfy the provisions of Policy 2, the MWPA has designed a generic schedule of information requirements that should be addressed as relevant within the supporting evidence of any application which falls within a Waste Consultation Area. The detail to be	National Grid notes that the Project will interact with the Waste Consultation Areas for: Ardleigh Highway Depot, Shenfield & Hutton Wastewater Treatment Works Policy 2 of the Essex and Southend-on-Sea Waste Local Plan (2017) states that: Where non-waste development is proposed within 250 m of safeguarded sites, or within 400 m of a Water Recycling Centre, the relevant Local Planning Authority is required to consult the Waste Planning Authority on the proposed non-waste development (except for those developments defined as 'Excluded' in 'Appendix C - Development Excluded from Safeguarding Provisions'). Proposals which are considered to have the potential to adversely impact on the operation of a safeguarded waste site or infrastructure, including the site allocations within this Plan, are unlikely to be opposed where:		X		

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	provided should be in proportion to the nature of the proposed application. A WIIA is expected to be evidence based and informed by quantified information. It is recognised that the requirements of a WIIA may be addressed through other evidence base documents, such as those addressing transport, odour and noise issues. In these instances, it would be acceptable for the WIIA to signpost to the relevant section of complementary evidence supporting the planning application. The MWPA welcomes early engagement to clarify the requirements of WIIA	a. a temporary permission for a waste use has expired, or the waste management use has otherwise ceased and the site or infrastructure is considered unsuitable for a subsequent waste use; or b. a temporary permission for a waste use has expired, or the waste management use has otherwise ceased and the site or infrastructure is considered unsuitable for a subsequent waste use; or c. a suitable replacement site or infrastructure has otherwise been identified and permitted. There is no reference to the requirement for a Waste Infrastructure Impact Assessment within the wording of the policy or its supporting text. National Grid does not consider that the Project would have an adverse impact on the ongoing operation and maintenance of the above sites. Where there is a potential interface e.g. traffic management, these would be managed through normal interface agreements. The Project is a Nationally Significant Infrastructure Project (NSIP) and not a planning application submission. Accordingly, a Waste Infrastructure Impact Assessment has not been prepared for submission with the application for development consent.				
9-2.188	Site Waste Management Plan Paragraph 8 of the NPPF recognises the importance of "using natural resources prudently and minimising waste" to ensure the protection and enhancement of the	An Outline Site Waste Management Plan (SWMP) forms Appendix B of the Outline Code of Construction Practice (CoCP) (document reference 7.2) and provides the preliminary framework for the principles,		X		

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	natural environment and to achieve sustainable development. It also reiterates the need to mitigate and adapt to climate change and move towards a low carbon economy. An efficient and effective circular economy is important to achieving these objectives	standards and procedures that the Main Works Contractor(s) must implement to minimise and manage the potential environmental impacts of construction activities associated with the Project. This outline management plan will be fully developed based on detailed design and construction methodology information to be provided by the Main Works Contractor(s). The final version will be submitted for approval in accordance with Requirement 4 (construction management plans) of the draft development Consent Order (DCO) (document reference 3.1) prior to commencement of development. The Outline SWMP sets out project-specific measures that will be employed to reduce the consumption of raw materials and to use the mitigation hierarchy for waste as part of reducing waste sent to landfill. Commitments to sustainable construction practices are included in the Outline Code of Construction Practice (CoCP) (document reference 7.2) to ensure the Project leaves the environment in a better condition than it was before development. The Outline CoCP (document reference 7.2) sets out the required mitigation measures and environmental commitments that will be implemented during the construction phase of the Project if consent is granted, as identified through the environmental assessments in the Environmental Statement (ES) (Volume 6 of the DCO application).				

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		An Outline Soil Resource Plan forms Appendix C of the Outline CoCP (document reference 7.2) and provides the strategy, guidance and methodology in relation to the key soil mitigation measures required to protect soil resources during the stages of pre-construction, construction, post construction, and operation (including maintenance). Implementation of these measures will ensure the land can be restored to its previous condition, or as agreed with the landowner, following the completion of the construction phase and any required aftercare period. ES Appendix 4.1: Greenhouse Gas (GHG) Assessment (document reference 6.4.A1), provides an assessment of the impact of both construction and operation of the Project on Greenhouse Gases. In addition, Appendix H: Greenhouse Gas Reduction Strategy of the Outline CoCP (document reference 7.2) provides the Greenhouse Gas Reduction Strategy which will be used to reduce GHG emissions. The GHG Reduction Strategy presents the overarching GHG management principles and requirements to reduce and manage GHG emissions related to the Project.				
9-2.189	Policy S4 of the Minerals Local Plan (2014) advocates reducing the use of mineral resources through reusing and recycling minerals generated as a result of development/ redevelopment. Not only does this reduce the need for mineral extraction, it also reduces the amount sent to	National Grid notes that this comment is from a previous round of consultation undertaken on the Project. The content/request is superseded by recent consultation responses received from Essex County Council. National Grid's response to comments received from stakeholders, including Essex County		X		

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	landfill. Clause 4 specifically requires: "*The maximum possible recovery of minerals from construction, demolition and excavation wastes produced at development or redevelopment sites. This will be promoted by on-site re-use/ recycling, or if not environmentally acceptable to do so, through re-use/ recycling at other nearby aggregate recycling facilities in proximity to the site.*"	Council, for the 2023 non-statutory consultation and 2022 non-statutory consultation can be found in Appendix B and Appendix C of this report.				
9-2.190	It is vitally important that the best use is made of available resources. This is clearly set out in the NPPF and relevant development plan documents. We would therefore recommend that, in lieu of these issues being addressed prior to a decision, conditions are attached to require the applicant to prepare an appropriately detailed waste management strategy through a Site Waste Management Plan. A SWMP would be expected to: • present a site wide approach to address the key issues associated with sustainable management of waste, throughout the stages of site clearance, design, construction and operation, • establish strategic forecasts in relation to expected waste arisings for construction, • include waste reduction/recycling/diversion targets, and monitor against these, • advise on how materials are to be managed efficiently and disposed of legally during the construction phase of development, including	An Outline Site Waste Management Plan (SWMP) forms Appendix B of the Outline Code of Construction Practice (CoCP) (document reference 7.2) and provides the preliminary framework for the principles, standards and procedures that the Main Works Contractor(s) must implement to minimise and manage the potential environmental impacts of construction activities associated with the Project. This outline management plan will be fully developed based on detailed design and construction methodology information to be provided by the Main Works Contractor(s). The final version will be submitted for approval in accordance with a Requirement in the Development Consent Order (DCO) (document reference 3.1) prior to commencement of development. The Outline SWMP sets out Project-specific measures that will be employed to reduce the consumption of raw materials and to use the mitigation hierarchy for waste as part of reducing waste sent to landfill.		X		

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	their segregation and the identification of available capacity across an appropriate study area	A Qualitative Minerals Resource and Minerals Infrastructure assessment is included within Environmental Statement (ES) Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2).				
9-2.191	East Anglia Green Energy Enablement Corridor and Preliminary Routeing and Siting Study Report, 2022 The MWPA is pleased to note that the East Anglia Green Energy Enablement Corridor and Preliminary Routeing and Siting Study Report, 2022 (PRSS) through its appendices recognises the role of the Essex Minerals Local Plan 2014 and the fact that the proposed development has implications for the safeguarding of mineral resources and mineral development. It is noted that the PRSS further recognises that the proposed development has implications for the safeguarding of waste development although it is noted that there is no reference to the Essex and Southend-on-Sea Waste Local Plan 2017. References should be added to this document where relevant	The Essex and Southend-on-Sea Waste Local Plan (2017) is referenced in the Planning Statement (document reference 5.6) and the Environmental Statement (ES) Chapter 2: Key Legislation and Planning Policy Context (document reference 6.2) which both form part of the Development Consent Order (DCO) application.		X		
9-2.192	With respect to the safeguarding of mineral resources, the PRSS states, with respect to the Bramford to EAC Options Selection at Paragraph 5.5.20, that 'the corridors all pass through areas either allocated for minerals extraction or waste sites. As these county designations (Supplementary Note 3) are common they are not	National Grid notes that this comment is from a previous round of consultation undertaken on the Project. The content/request is superseded by recent consultation responses received from Essex County Council. National Grid's response to comments received from stakeholders, including Essex County Council, for the 2023 non-statutory consultation and		X		

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	considered to be a differentiator in the selection of a preferred corridor.' This is questioned to the extent that where routes would have less impact on safeguarded mineral resources or infrastructure, then this should be carried through into relevant assessments. This is particularly the case when potential impacts on existing, permitted or allocated minerals and/ or waste infrastructure are being assessed as the contribution these facilities make to the strategic issues of minerals supply and waste management form part of a County's long term strategy with regards to these issues. It is also clarified that although these county designations may be 'common', that this does not obviate the need to comply with relevant minerals and waste policy.	2022 non-statutory consultation can be found in Appendix B and Appendix C of this report. A qualitative Minerals Resource and Minerals Infrastructure assessment is included within Environmental Statement (ES) Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2).				
9-2.193	The Appendices associated with the PRSS go into more detail with regards to individual sections of the proposed route. The assessments of individual sections of the route contain both generalised and bespoke statements with regards to minerals and waste safeguarding as considered appropriate for the context of each section	This comment is noted.		X		
9-2.194	With regard to safeguarded mineral resources, it is often stated in the report something similar to 'Much of the section would fall within areas of minerals safeguarding (sand and gravel) under the Essex Minerals Local Plan (for the areas of the	National Grid notes that this comment is from a previous round of consultation undertaken on the Project. The content/request is superseded by recent consultation responses received from Essex County Council. National Grid's response to comments		X		

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	section falling within (X) and (Y)…' Safeguarding ensures protection of mineral resources from risk of sterilisation as the result of development.' The PRSS is however largely silent on the implications of this within Essex, which is set out in Section 'Mineral Matters – Safeguarding Mineral Resources' above. As also set out above, The MWPA would welcome the opportunity to discuss the scope of an MRA	received from stakeholders, including Essex County Council, for the 2023 non-statutory consultation and 2022 non-statutory consultation can be found in Appendix B and Appendix C of this report. A qualitative Minerals Resource and Minerals Infrastructure assessment is included within Environmental Statement (ES) Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2).				
9-2.195	The PRSS further states that 'It is not considered that siting of pylons would cause significant sterilisation of any mineral resources due to the small pylon footprint, however, careful routeing and siting, and consultation with the relevant minerals planning authorities should help to avoid significant effects.' The rationale behind this conclusion should be set out in an MRA as part of a future planning application such that this conclusion and any consultation with the MWPA on this matter is appropriately documented	National Grid notes that this comment is from a previous round of consultation undertaken on the Project. The content/request is superseded by recent consultation responses received from Essex County Council. National Grid's response to comments received from stakeholders, including Essex County Council, for the 2023 non-statutory consultation and 2022 non-statutory consultation can be found in Appendix B and Appendix C of this report. A qualitative Minerals Resource and Minerals Infrastructure assessment is included within Environmental Statement (ES) Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2).		X		
9-2.196	The CPRSS contains a number of bespoke sections recognising where particular sections of the overall route have potential implications for one or more allocated, permitted or active minerals and waste infrastructure. At this stage, the MWPA does	National Grid notes that this comment is from a previous round of consultation undertaken on the Project. The content/request is superseded by recent consultation responses received from Essex County Council. National Grid's response to comments		X		

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	not consider that it is proportionate to comment on these individually until the promoters have carried out initial MIIAs and WIIAs to inform an assessment of potential impacts. It is noted that the PRSS have scoped in operations at Martells, Wivenhoe, Fingringhoe and Sandon. The MWPA notes that these facilities are all more than 400m away from the proposed route and therefore outside of Mineral Consultation Areas	received from stakeholders, including Essex County Council, for the 2023 non-statutory consultation and 2022 non-statutory consultation can be found in Appendix B and Appendix C of this report. A qualitative Minerals Resource and Minerals Infrastructure assessment is included within Environmental Statement (ES) Appendix 9.2: Qualitative Minerals Resource and Infrastructure Assessment (document reference 6.9.A2).				
9-2.197	Having reviewed the Project Background, Preliminary Environmental Information Report (PEIR), 2024 Design Development Report and other associated documents, following the statutory consultation, the ECCs GI Team raise the following recommendations: The previous recommendations made by the ECC GI Team to the second nonstatutory consultation dated 25 July 2023 remain applicable in terms of: • A production of a o Detailed Green Infrastructure/Landscape Strategy and plans for the scheme, especially for the proposed planting ecology and landscape screening around the EACN substation and CSE Compound sites and reinstatement of vegetation removed whether for overhead or underground and haul road access are required. As well as the inclusion of the environmental mitigation ('Environmental Areas'), areas identified for onsite BNG (included within the 'Environmental Areas').	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). Mitigation around substations, substation extensions and cable Sealing Ends (CSE) compounds is detailed		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	o Construction Environment Management Plan. It is noted that the PEIR Appendix 4.1: Draft Outline Code of Construction Practice in Volume III has been produced which will help the control and management of the environmental effects set out in the PEIR and is welcomed. o Landscape Ecological Management Plan (LEMP). It is welcomed that the PEIR Volume 1 (page 60, 69 of 593, Para 4.3.2) states that the environmental mitigation that relates to the permanent assets will be outlined within the LEMP will be submitted as part of the ES. o Biodiversity Gain Plan. We would recommend that the proposal submits a BNG Site Wide Strategy for the whole project covering all sections (zones) and a zone-wide Biodiversity Gain Plan for each section to be approved. See below for details on proposed condition 1. Again, it is recommended to take a similar approach to the Habitat Management and Monitoring Plans	in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The tree planting strategy will prioritise replanting for individual trees and small groups of individual trees within the Order Limits, although offsite provision may however be required. Any offsite tree planting will be secured via a legal agreement. Further detail is provided in the Outline LEMP (document reference 7.4). Additional planting may be considered within the Order Limits at detailed design stage, in locations such as around Tilbury North Substation and the permanent access roads to the East Anglia Connection Node (EACN) and Tilbury North CSE compounds. Sites with woodland, tree or hedgerow reinstatement within the Order Limits will be monitored/managed for a five-year period following the completion of the reinstatement works. The Biodiversity Net Gain (BNG) Report (document reference 7.1) includes habitat creation and enhancement within the Environmental Areas and applies a 30 year management and monitoring period to these habitats. Given that BNG is not yet a mandatory requirement for Development Consent Orders (DCO) there are currently no guidelines for how to apply BNG to Nationally Significant Infrastructure Projects (NSIP). As there is no guidance for BNG on NSIPs, guidance devised for Town and County				

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		Planning Applications (TCPA) has been applied and modified as relevant, as agreed with Natural England. This guidance includes Statutory Biodiversity Metric: User Guide (Department for Environment, Food and Rural Affairs (Defra), 2024) and BNG good practice principles. Given that biodiversity is not bound by local authority boundaries, we have presented all data based on a Project wide metric.				
9-2.198	Construction Traffic Management: Embedded mitigation measures should be included to support low emission travel methods to encourage a modal shift away from the use of the private vehicle for those traveling to and from site. The applicant should highlight the importance of target setting around increasing the number of staff using sustainable travel options and a general reduction of travel movements over the duration of the project. Plans should identify measures to improve efficiency of likely transport journeys to site associated with material transportation. Significant targets could be introduced to limit certain journeys to within an appropriate distance from the site, encouraging local supply chain interaction and reducing road-based emissions from vehicles.	National Grid notes the respondents feedback relating to mitigation and sustainable methods of transport. As part of the Development Consent Order (DCO) application we have prepared an Outline Construction Worker Travel Plan (CWTP) which is appended to the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) The CWTP outlines embedded mitigation measures to support low emissions travel while shifting away from single occupancy private travel. As well as reducing the overall travel movements over the duration of the project. Regarding identifying transportation of materials and the supply chain, the Outline CTMP does cover the overall strategy but specific targets will be agreed within the full CTMP.		X		
9-2.199	Site Waste Management:	Appendix B: Outline Site Waste Management Plan (SWMP) of the Outline Code of Construction Practice		X		

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	This applicant should specifically link into the storage and re-use of 'waste' materials and how they are defining waste – this could include ensuring that reuse of materials is prioritised, or making a publicly available register of 'waste materials' that may be useful to other development contractors within the local area. This could be beneficial in ensuring that materials are re-used locally, which has other environmental benefits. Materials currently devised for demolition on the existing sites should be explored for feasibility of reuse, and should integrate a 'deconstruct over demolition' approach to aim to keep materials in a state that keeps them at their highest possible value. This is in keeping with well-established Circular Economy principles; deconstructing an asset and retain its constituent elements, systems and components as much as possible. Reusing each system, component or material again through checks, cleaning and repair, and with minimal reprocessing or remanufacture. The inclusion of measurable targets for on-site waste and diversion of waste from disposal would be advisable. Other embedded measures taken should seek to reduce carbon losses from existing carbon stores (soil and vegetation) and improve carbon sequestration, for example through planting of new areas of woodland and vegetation. PEIR section	(CoCP) (document reference 7.2) sets out how the Project seeks to reduce the consumption of primary and raw materials and to encourage the use of secondary or recycled sources. It also sets out the waste hierarchy by reducing waste produced in the first place before considering alternatives such as reuse, recycling and repurposing. National Grid has committed to seek to reduce waste to landfill during construction and contribute to the target to achieve zero-waste to landfill across construction projects; as well as commit to keeping records of how the Project has followed the waste hierarchy to reduce waste and avoid waste being sent to landfill. The contractor will be responsible for implementing the measures outlined within the Appendix B: Outline Site Waste Management Plan of the Outline CoCP (document reference 7.2)). Appendix C: Outline Soil Resource Plan (SRP) of the Outline CoCP (document reference 7.2) sets out key soil mitigation measures required to protect soil resources. Implementation of these measures during pre-construction, construction, post-construction and operation (including maintenance) will allow land temporarily disturbed to be restored to its former use / condition or a use / condition as discussed with the landowner, as stated in environmental commitment AS02 outlined in the Outline COCP (document reference 7.2). There will be a requirement for an				

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	6.8.1 has identified the risk of soil removal and the effects on soil carbon storage. Design progression should identify that soil is only removed in areas strictly necessary and should provide mitigation methods to ensure no further disturbance occurs	aftercare period where soils are being reinstated to return soils to their previous condition, or the condition required for their end-use. Details of site-specific soil measures and soil baseline information including soil profiles in combination with detailed construction approaches will be set out in the SRP. Implementation of best practice soil handling, as detailed in the Outline SRP, will minimise the effects on soil carbon storage during construction (e.g., correct topsoil removal, storage and reinstatement will maintain the topsoil structure and organic matter content limiting carbon losses). As detailed in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. It should be noted that all other tree habitat including scrub and woodland (area habitats) are assessed and mitigated through the BNG metric and captured within the Biodiversity Net Gain Report (document refence 7.1). The Project will prioritise the replanting for individual trees and small groups of individual trees within the Order Limits, offsite provision may however be required. The tree replanting will be in accordance with the following site selection principles: • Within the Order Limits (on-site landscape mitigation)				

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		• Where possible, trees will be replanted in the same, or in close proximity to, the location from which they were removed • If constraints preclude tree planting in the same or in close proximity to where they were removed, tree planting will be undertaken as close as possible to the original location • Outside the Order Limits (off-site landscape compensation). • If it is not possible to replant the trees within the Order Limits, then offsite provision will be provided. Details of the onsite tree planting will be provided in accordance with the final LEMP secured through a requirement in the draft Development Consent Order (DCO) (document reference 3.1).				
9-2.200	Materiality: Material efficiencies should focus on: local procurement, low carbon materials (prioritising reused materials where possible), lean design and waste minimisation during fabrication. The applicant should identify any processes in place to source materials from local and sustainable sources and to use recycled materials where these do not compromise the required design standards and operational life of the project. It is likely that key typical materials will be used	National Grid has processes in place for quantifying its CO2e emissions on its projects. These are set out in Appendix 4.1: Greenhouse Gas Assessment (document reference 6.4.A1) and are proportionate to the stage of the Project and the data available at that time. The three key stages are: • Cost Book – this is used at the optioneering stage to compare the CO2e associated with different options. This includes a high-level assessment of the capital (construction) and draws on generic assumptions around embodied CO2 within raw materials. It also		X		

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	such as concrete, steel, and aluminium are to be used. The materials sourced should be the lowest feasible embodied carbon, whilst still meeting design requirements, as possible. Current opportunities within the construction industry could allow significant reductions in CO2e through the use of novel, but well tested materials such as low carbon concretes and steel alternatives (including steel reuse). These avenues must be explored when procuring the project materials with options presented in future documentation.	includes some operational CO2e, including SF6 alternatives CO2e calculations and CO2e of operational line loss data. The CO2e that is identified within the Cost Book can be factored into decisions about which option to take forward. • E-Hub database – this is used when a preferred option has been identified and allows a more detailed assessment of the baseline CO2e. This is focused on the capital (construction) carbon but includes more specific information regarding the materials than the Cost Book. This also includes a Red, Amber, Green (RAG) status based on historical construction carbon data. • Carbon Interface Tool (CIT) – this is provided to the Main Works Contractor(s) for the Project as they are required to provide a more detailed breakdown of materials, assets, equipment and energy that they propose to use in construction of the Project. The CIT also considers the origin of materials, the transport distances, opportunities for reuse of materials and low carbon alternatives. National Grid has also produced a Greehhouse Gas Reduction Strategy (Appendix H to the Outline Code of Construction Practice – document reference 7.2). This document provides National Grid with a route map, setting out how the GHG emissions associated with				

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		the Project would be managed and reduced. A decarbonisation tracker would be developed as part of the GHG Reduction Strategy, which would contain a log of key carbon reduction opportunities identified for the Project. Reduction opportunities are identified in terms of the following four categories: Strategy and governance; Innovative design; Lower carbon products; Lean construction technique.				

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9-2.201	Preliminary workforce numbers are indicated at paragraph 15.8.4 as 800 Full Time Equivalent employees; however, no evidence is provided to support these figures. More details will be required at the DCO submission including the origin of these figures and the profile across the life of the project, including any assumptions around origins of workforce and how that informs the assessment of travel to site and the Travel Plan. These assumptions should feed into management and monitoring within the relevant management plans, including around shift patterns	The Preliminary Environmental Information Report is a preliminary document published in 2024 and it is now superseded by the Environmental Statement (ES). A detailed assessment on direct, indirect and induced employment is captured under the ES, Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) which has been submitted as part of the Development Consent Order (DCO) application). An Outline Construction Worker Travel Plan (CWTP), appended to the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), has been submitted as part of the DCO application and details the profiles of construction workers across the construction programme for the Project. Details of the monitoring and management of shift patterns are detailed with the Outline CWTP appended to the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).		X		
9-2.202	Paragraph 16.5.10 sets out the thresholds used for determining further assessment, no evidence is submitted that associates these impacts with calculated vehicle movements associated with project activities, which will be required as part of the DCO	The thresholds for further assessment are established according to the guidelines Environmental Assessment of Traffic and Movement (IEMA 2023). The calculated vehicle movements associated with the Project construction activities are in Appendix 16.4: Traffic and Transport Construction Effects (document reference 6.16.A4). This table shows the percentage increase in traffic, the sensitivity of the road, and the defined threshold for further assessment based on Rule 1 (Include road links where total traffic or Heavy Goods		X		

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		Vehicle (HGV) flows would increase by more than 30%) or Rule 2 (Include road links through sensitive areas where total traffic would increase by more than 10% or where there are significant changes in the composition of traffic e.g. large increase in the number of HGVs). Where the thresholds have been met or exceeded the road links on the constriction route are included in the assessment within Chapter 16: Traffic and Transport (document reference 6.16) within the Environmental Statement (ES). The assessment includes any potential severance to drivers and pedestrians, cycling and horse-riders along the Primary Access Routes and the Public Rights of Way (PRoW).				
9-2.203	The assessment as set out at 16.5.14 is based on changes in daily traffic flows; consideration is needed towards assessing the hour of greatest change, which is considered to be a requirement based on the following text, which is taken from paragraph 1.22 of the IEMA guidance 'Environmental Assessment of Road Traffic and Movement': "Traffic and movement assessments for EIA and non-statutory environmental assessments, present the impact of traffic and movement on people and the environment – which are initially undertaken with reference to daily traffic flows prior to assessing the time period with the highest potential impact (i.e. degree of change from baseline conditions), which	Chapter 16: Traffic and Transport (document reference 6.16) within the Environmental Statement (ES) includes a 12 hour traffic assessment of daily movements on road links on the Local Road Network (LRN), which provides a comprehensive view of traffic impacts across the day. In addition, the assessment of the junctions along the LRN and the connection to the Strategic Road Network (SRN) have been assessed in the Transport Assessment (TA) (document reference 7.11) for peak hours and a profile of change over the duration of works provided. The assessment has been undertaken for the AM and PM peak hours following standard industry practice as these periods represent the times when the		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	may not be the same as the time period with the highest baseline traffic flows. The large proportion of traffic impact is likely to be in a short specific time frame (as a result of shift patterns), and only assessing the 12-hour impact dilutes this impact against a greater baseline of traffic	highway network is most sensitive to potential adverse impacts due to capacity constraints and travel patterns				
9-2.204	It is noted that the traffic at the crossing points is not included in the PEIR as per 16.6.7. Assuming that this is only at the crossing point, and not where it has travelled to access the site; this is considered reasonable; however, consideration should be given to the impact on delay on the highway network as a result of the use of these crossing points as per EN-1	According to the guidelines Environmental Assessment of Traffic and Movement (IEMA 2023), the scale and extent of the environmental assessment includes those roads where a significant increase in traffic levels is expected. Chapter 16: Traffic and Transport (document reference 6.16) within the Environmental Statement (ES) includes the assessment of any potential severance to drivers and walking, cycling and horse-riders along the Primary Access Routes that the construction vehicles would use to access the construction site access points. As identified in the Outline Construction Traffic Management Plan (document reference 7.3), no Heavy Goods Vehicle (HGV) construction traffic is proposed to use these crossover points to access the haul roads from the public highway under typical operation, and vice versa. Therefore, an increase above baseline traffic at the crossover points is not expected as the crossover points will only allow the construction vehicles to circulate along the proposed haul roads. Temporary traffic management measures would be in place to avoid		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		delays at crossover points, with priority given to the flow of traffic on the public highway. No significant impact is expected on these roads and has therefore not been assessed in the ES Chapter 16: Traffic and Transport (document reference 6.16) or the Transport Assessment (document reference 7.11) submitted as part of the Development Consent Order (DCO) application.				
9-2.205	The conclusions at paragraph 16.7.12 that no further mitigation beyond the embedded mitigation is needed is not agreed; however, it is recognised that this is a work in progress. Limited evidence is provided on the change in traffic flows and how the traffic flows associated with the project have been generated for each access, nor why identified impacts at Appendix 16.3 do not require mitigation. There are limited commitments to managing traffic which creates risk in the assessment methodology, which include the following: • No evidence supporting the number of workers or the modal split of workers. Nor any controls within the CTMP. • No evidence indicating the origin of the workforce. Nor any controls within the CTMP. • No evidence indicating the shift patterns of the workforce. Nor any controls within the CTMP. • No evidence supporting the number or timing of HGV movements. Nor any controls within the CTMP.	Chapter 16: Traffic and Transport (document reference 6.16) within the Environmental Statement (ES) includes the assessment of any potential severance to drivers and walking, cycling and horse-riders along the Primary Access Routes and the Public Rights of Way (PRoW). These assessments ensure that all impacts are considered and appropriate mitigation measures have been identified and implemented on a case-by-case basis. An Outline Construction Worker Travel Plan (CWTP), appended to the Outline Construction Traffic Management Plan (document reference 7.3), has been developed which details the monitoring and controls for staff movements associated with the Project.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	• No assessment of the hour of greatest change is provided.					
9-2.206	Appendix 16.3 indicates a number of locations where an impact would occur as a result of daily increases in HGV traffic at Sensitive Locations; and no rationale is provided as to why this would not result in a requirement for mitigation. It is recognised that in some cases this may be down to the low baseline of movements or the temporal nature of the project, but this is not explained	Chapter 16: Traffic and Transport (document reference 6.16) within the Environmental Statement (ES) includes the assessment of any potential severance to drivers and walking, cycling and horse-riders along the Primary Access Routes and the Public Rights of Way (PRoW). These assessments take into account the sensitivity of the road link from the perspective of the land uses, facilities for walking, cycling and horse-riding, capacity concerns and/or road safety. The magnitude of impact considers the baseline levels of traffic and the temporary nature of the construction activities. Considering the sensitivity of the road link and the magnitude of impact, appropriate mitigation measures are put in place as needed.		X		
9-2.207	As part of the DCO submission, it would be beneficial if the traffic flow Tables referred to in the Appendices could be provided in Excel format, along with the raw traffic survey data used, to allow for easier review.	National Grid notes the respondent's feedback. There is a large amount of data. National Grid will liaise with Essex County Council following DCO submission to discuss the terms/arrangements for sharing the traffic flow tables and raw traffic survey data in Excel format.		X		
9-2.208	Further assessment is indicated at paragraph 16.8.11 as part of the ES, and this is welcomed, as it is currently difficult to ascertain how conclusions have been reached	Chapter 16: Traffic and Transport (document reference 6.16) within the Environmental Statement (ES) includes the assessment of any potential severance to drivers and walking, cycling and horse-riders along the Primary Access Routes and the Public Rights of Way (PRoW)		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		following the guideline Environmental Assessment of Traffic and Movement (IEMA 2023) and the methodology agreed at scoping stage.				
9-2.209	The approach of reporting the highest impacts at each access as per paragraph 16.9.3 is considered to be appropriate for the ES, but for understanding the magnitude of impact it is beneficial to understand the temporal nature of the traffic on each lin.	The specific durations of peak traffic along each road link that comprises the Primary Access Routes is detailed in Appendix 16.4: Traffic and Transport Construction Effects (document reference 6.16.A4) of the Environmental Statement (ES). The total daily construction traffic flow (7:00 to 19:00) generated by the Project at each road link forming the Primary Access Route for the peak week has been graphically presented identifying the split between Heavy Goods Vehicles (HGVs) and total traffic in Section 16.5 of Appendix 16.4: Traffic and Transport Construction Effects. In general the worst-case peak activity is short-term and temporary in nature. Outside of this period that has been assessed within the ES, construction flows are generally lower but may occur over medium term.		X		
9-2.210	It would be beneficial if all traffic data could be submitted in excel format, including any supporting traffic survey data, for ease of review. Without the data, the Council cannot confirm any of the conclusions drawn by the Applicant on transport are acceptable. This is not necessary for the PEIR but will be necessary for the DCO submission	National Grid notes the respondent's feedback. There is a large amount of data. National Grid will liaise with Essex County Council following DCO submission to discuss the terms/arrangements for sharing the traffic flow tables and raw traffic survey data in Excel format.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.211	Further discussions on the potential mitigation locations on the Construction Access Plans is welcomed. The Highway Authority will need to be confident that mitigation is deliverable either within the site or the public highway	National Grid notes the respondent's feedback.		X		
9-2.212	Any permissions sought under the DCO will need to ensure that any street furniture that is required to be temporarily removed (such as for D1 to D6) is reinstated to the satisfaction of the highway authority. The applicant will need to ensure that necessary powers are sought under the DCO to implement any temporary restrictions on the highway (such as those shown at C12)	National Grid notes the respondent's feedback. The Development Consent Order (DCO) Schedule 13 Traffic Regulation Order and Plans includes details for locations where temporary parking restrictions would be required on the highway.		X		
9-2.213	It is recommended that any proposals that require alterations to the highway network (such as C14 and C15) are discussed with the highway authority at an early stage	National Grid notes the respondent's feedback, these have been discussed and agreed. Locations where road widening or passing places within the existing highway boundary or within private lands outside of highway boundary are proposed have been discussed and submitted to individual local highway authorities for acceptance within Stage 1 Road Safety Audit process including vehicle swept paths.		X		
9-2.214	Vehicle swept paths should be provided for locations where highway mitigation is being proposed	National Grid notes the respondent's feedback, these have been provided. Locations where road widening or passing places within the existing highway boundary or within private lands outside of highway boundary are proposed have been discussed and submitted to		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		individual local highway authorities for acceptance within Stage 1 Road Safety Audit process including vehicle swept paths.				
9-2.215	For those locations where temporary signage is to be used either as a result of limited forward visibility or highway width, consideration needs to be given as to whether the proposed signage would be effective in ensuring compliance, or whether additional mitigation is needed	The principles have been discussed with individual local highway authorities. Final details of proposed signage and specific locations are to be firmed up for agreement at detailed design/pre-construction stage, but would be provided in accordance with the Traffic Signs Manual Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations (Department for Transport, 2009).		X		
9-2.216	For Section 6 Sheet 2, the Applicant should be aware that there is a new roundabout broadly at the location of E1 that has been permitted as part of planning application 18/00549, which would form their Primary Access Route	National Grid notes the respondent's feedback, thank you for advising.		X		
9-2.217	Consideration should be given to why there is not any routeing from the south to access points north of Chelmsford and the use of the Chelmsford Radial Distributor Road; this might reduce total vehicle miles, with associated reductions in emissions in transport	The proposed Primary Access Routes have been chosen based on roads which are operational and have been adopted by the Local Highway's Authority. The distributor road is not complete at the time of submitting the Development Consent Order (DCO). In addition, the land around the distributor road is proposed to be developed into housing, if National Grid were to speculatively propose this as the Primary Access Route we would impact more receptors.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.218	Confirmation is sought on what elements of the works the CTMP will apply to, particularly what scale of pre commencement works might occur without the controls embedded within the CTMP being applicable. It is considered sensible for the CTMP to be applicable to all works	The Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) clarifies that the document applies to the construction phase of the Project, as defined in the draft Development Consent Order (DCO), and not to pre-commencement works. This approach reflects standard practice for DCO applications. The definition of "commencement" in the draft DCO typically excludes low-impact preparatory activities such as ecological surveys, archaeological investigations, vegetation clearance, and fencing. These works are generally of short duration and limited in scope and are not expected to generate traffic movements or impacts of a scale that would require the full suite of controls set out in the Outline CTMP (document reference 7.3). Applying the full Outline CTMP (document reference 7.3) to such activities would risk introducing disproportionate requirements and could hinder timely mobilisation. However, National Grid acknowledges the concerns raised by Essex County Council and is committed to ensuring appropriate oversight of any pre-commencement works that may have a material impact on the local highway network. Where such activities are identified, National Grid will work with the Highway Authority to agree a proportionate Pre-Commencement Traffic Management Plan (PCTMP) to ensure appropriate controls are in place.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.219	As noted, it would be beneficial for an indicative construction schedule to be provided as part of the DCO submission; this will give an indication of the temporal nature of some of the project impacts, and so will help inform discussions	National Grid acknowledges the request for an indicative construction schedule to support understanding of the temporal nature of project impacts. An indicative high-level construction programme is presented in Environmental Statement (ES) Chapter 4: Project Description (document reference 6.4). Should consent be granted in 2027, it is anticipated that construction of the Project would commence in 2027, likely starting with pre-commencement works including, site clearance activities, the installation of temporary construction compounds and access roads. It is expected the main construction works would continue through to 2031 (four years). Prior to the pre-commencement works beginning and before consent, a number of pre-construction environmental surveys would be undertaken in 2026. The programme has supported assessments presented in the Environmental Statement (Volume 6 of the Development Consent Order application). The schedule will be refined further post-consent as detailed design progresses and contractor inputs are confirmed.		X		
9-2.220	The programme of working hours set out in Section 2.3 is far beyond what would ordinarily be accepted as reasonable working hours. Working hours should exclude working after 1pm on Saturday and no working on Sunday and Bank Holidays, to allow	As detailed in the Outline Code of Construction Practice (document reference 7.2), it is assumed that the core working hours for construction would be: Monday to Friday: 07:00 –19:00 Saturdays, Sundays, Bank Holidays and other public holidays: 07:00 –17:00.		X		

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	much needed respite for residents at these more sensitive times	No percussive piling works would take place outside of the hours of 07:00 – 19:00 Monday to Friday and 07:00 to 17:00 on Saturdays. Unless otherwise agreed with the Local Highway Authority, no Heavy Goods vehicle (HGV) deliveries would be made to site outside of the hours of 07:00 to 19:00 Monday to Friday and 07:00 to 17:00 on Saturdays. There is no intention for night working on the Project as standard. However, there would be occasions where night working is required, as set out in the operations that may take place outside of the core working hours above. There is also the potential for the trenchless crossing works to be undertaken at night. Parts of the trenchless crossing operations require continuous working to achieve completion of the crossing. Some road works may also need to be undertaken at night to reduce effects on local traffic. The proposed core working hours are based on standard hours applied across major infrastructure projects, allowing for efficient delivery while maintaining safeguards to manage noise and other impacts.				
9-2.221	The Councils welcome the commitment to preconstruction surveys at Section 5.2. The approval process for the surveys needs to be agreed, through the CTMP or otherwise. Consideration is needed around a process that allows for the highway authorities to recover costs for any extraneous	National Grid would not agree to any payment up front for potential damage, if there is damage that National Grid would be liable to rectify it may be that National Grid choose to rectify this themselves in the first instance but only upon agreement that National Grid have been the sole cause of any damage. Any such		X		

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	damage to the highway network as a result of the development	agreement will need to be managed on a case by case basis and as a result of the joint agreement of the parties involved, including National Grid.				
9-2.222	An assessment of AIL and HGV routes to/from the site should be undertaken, inclusive of a review of structures to ensure that they can accommodate the required vehicles, to understand any mitigation that may be required, and how it links to the Construction Access Plans	Noted, an assessment of routes has been undertaken as well as an initial assessment of the structures by the Local Highways Authorities. Further assessments will be required prior to agreeing any use of an asset to carry Abnormal Indivisible Loads (AILs) or Heavy Goods Vehicles (HGVs).		X		
9-2.223	Whilst decommissioning sits outside of the scope of the CTMP, it is considered reasonable that there is a requirement for a decommissioning plan to be submitted for approval of the authorities prior to any decommissioning activity, and reflecting up to date standards and practices	National Grid notes that decommissioning sits outside the scope of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which is focused on the delivery of the authorised development under the Development Consent Order (DCO). We acknowledge Essex County Council's view that a decommissioning plan should be secured and subject to approval by the relevant authorities prior to any future decommissioning activity. National Grid considers this to be a reasonable approach and agrees that such a plan should reflect current best practice and relevant guidance at that time. While decommissioning is not proposed as part of this application, National Grid is content for a requirement to be included in the DCO that would require the submission and approval of a Decommissioning Traffic Management Plan (or equivalent) ahead of any		X		

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		decommissioning works. This will ensure that future impacts are appropriately assessed and mitigated in line with applicable standards and stakeholder expectations.				
9-2.224	The removal of vegetation at the distances stated and the installation of pylons is likely to have a major negative impact on enjoyment of Public Rights of Way. Where possible the reinstatement of vegetation is preferable to 'soften' the landscape, which is stated as such within this chapter. Reinstatement is detailed within the PROW Management Plan. Given the negative visual impact aspect the Council would expect to receive improvements to the PROW network, rather than accepting the minimum pre-construction condition. This may not be applicable to all sections of PROW affected but, in those circumstances, where a change in surface condition, drainage improvement or the permanent removal of an unlawful structure could resolve a long-term issue, it is reasonable for that to be provided as per EN-5	National Grid notes the Council's feedback but also notes that hedgerows, shrubs, trees or dense vegetation would be retained wherever possible and that hedges of under 1.5 m have the potential to provide effective screening (vegetation lower than around 3m would not typically be expected to be removed) and may not have to be removed even if the Public Right of Way (PRoW) is diverted for safety reasons. A landscape and visual impact assessment (LVIA) has been undertaken as part of the EIA and reported in ES Chapter 13: Landscape and Visual (application document 6.13). The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people using public rights of way). An illustrative landscape plan has been produced for the land around National Grid's permanent assets, defined as 'Environmental Areas', with the exception of Bramford Substation where there is not sufficient space due to other planned developments. These areas will provide landscape and visual mitigation to help filter, and screen views from the surrounding area to reduce significant effects on visual receptors including users of the PRoW network, as well as offering ecological value. This is contained within Appendix D: Outline Landscape		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Proposals of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-2.225	Paragraph 16.5.2 sets out the Study Area, clarity is sought as to whether the junctions connecting with the Strategic Road Network are included in the Study Area. It is considered that the junctions should be included, unless evidenced otherwise	The modelling of the junctions connecting the Primary Access Routes with the Strategic Road Network that have been identified with potential capacity issues due to the Project construction flows have been included in the Transport Assessment (document reference 7.11) submitted as part of the Development Consent Order (DCO) application.		X		
9-2.226	As the assessment is based on the impacts on the Primary Access Routes, there is required to be commitments within the DCO, via the CTMP, which it is noted there currently are, that these are the routes utilised by construction traffic. However, there are no commitments on the number of vehicles using these routes, which brings risks to any conclusions on the extent of impacts. Caps on HGV numbers should be presented in order to give confidence in the assessed results	National Grid notes the respondent's feedback. Details on the monitoring, management and enforcements surrounding Heavy Goods Vehicle (HGV) numbers are detailed within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) submitted as part of the Development Consent Order (DCO) application.		X		
9-2.227	The assessment as set out at 16.5.14 identifies 12-hour shift patterns; further clarity is sought on how these shift patterns will be monitored. It is recommended that through the CTMP a monitor and manage process is embedded to check the shift patterns are commensurate with those assessed, and, if not, to either assess to see if the impacts are material or to identify additional management	National Grid notes the respondent's feedback. An Outline Construction Worker Travel Plan (CWTP), appended to the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), has been developed and submitted as part of the Development Consent Order (DCO) application and		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	measures that can be put in place to address these impacts	provides a monitor and manage approach to staff travel to and from site.				
9-2.228	As per paragraph 16.5.16, it would be beneficial to all parties for the ES to give a clear understanding of the temporal nature of the impacts at all relevant locations; potentially setting out a profile for the project, as this will make clear what impacts are short term	The specific durations of peak traffic along each road link that comprises the Primary Access Routes is detailed in Appendix 16.4: Traffic and Transport Construction Effects (document reference 6.16.A4) of the Environmental Statement (ES). Note that the duration of peak construction activity varies between each road link PAR forming the Primary Access Route. During this peak construction activity, the total daily construction traffic flow over a 12-hour period (7:00 to 19:00) generated by the Project at each road link for the peak week has been graphically presented identifying the split between Heavy Goods Vehicles (HGVs) and total traffic in Section 16.5 of Appendix 16.4: Traffic and Transport Construction Effects (document reference 6.16.A4). In general, the worst-case peak activity is short-term and temporary in nature. Outside of the peak activity, construction flows are generally lower but may occur over a longer period.		X		
9-2.229	The growth factor referred to at paragraph 16.6.9 should be set out, including how it has been calculated. Further details should be provided on the calculation method for obtaining 12-hour flows as per paragraph 16.6.10, as there would be some concern over the application of generic figures from the SRN	Details of the calculation of the TEMPro factors have been included in the Transport Assessment (document reference 7.11) submitted as part of the Development Consent Order (DCO) application. Chapter 16: Traffic and Transport (document reference 6.16) within the Environmental Statement (ES) specifies		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	on rural roads, albeit this may have limited impact on any conclusions	that the 12-hour traffic factor conversion for the roads along the Primary Access Routes that is applied to the Annual Average Daily Traffic (AADT) flows was derived from a standard daily traffic profile from the Department for Transport's online road traffic statistics Table TRA0307.				
9-2.230	A number of collision clusters are identified. However, based on Appendix 16.3 the current impacts suggest the following: • Primary Access Route 40: Proportional change in HGVs and total vehicles less than 10%. This would indicate no impact. • Primary Access Route 50: Proportional change in HGVs greater than 30%. Proportional change in total vehicles less than 10%. This would indicate a material impact. • Primary Access Route Proportional change in total vehicles less than 10%. This would indicate a material impact. • Primary Access Route 63: Proportional change in HGVs and total vehicles less than 10%. This would indicate no impact. Further details are needed on the relative impacts above, the context of the collisions and the potential need for mitigation. Further discussion is needed on why no reference is made to the clusters shown at the following locations:	National Grid notes the respondent's feedback. The analysis of the collisions have been updated with the latest Department for Transport, road traffic statistics - road collisions (STATS19 database) for the three year period 2021-2023, Details of the collisions are included in Section 16.5 of the Appendix 16.2: Traffic and Transport Baseline Conditions (document reference 6.16.A2) within the Environmental Statement (ES). Chapter 16: Traffic and Transport (document reference 6.16) within the ES includes the following assessment related to road collisions: Identification of collision clusters Analysis of the collisions for vulnerable users (walkers, cyclists and horse-riders) Collision data analysis along the full length of the road links to identify patterns in collision locations in order to establish any areas of safety concerns, considering light conditions, weather conditions and road surface conditions. No specific collision patterns were identified based on conditions.		X		

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	• On Figure 16.3 Page 17 of 25 on PAR 41 on the B1018 at Cressing Temple Barns. • On Figure 16.3 Page 22 and 23 on PAR 58 Based on Appendix 16.3 the current impacts suggest the following: • Primary Access Route 41: Proportional change in HGVs and total vehicles less than 30%. This would indicate no impact. • Primary Access Route 58: Proportional change in HGVs greater than 30%. Proportional change in total vehicles less than 10%. This would indicate a material impact. Further details are needed on the relative impacts above, the context of the collisions and the potential need for mitigation.	Calculation of the collision rate per billion vehicle kilometres on the road links forming the Primary Access Routes to compare against the national statistic, to identify any hotspot. Most of the road links forming part of the Primary Access Routes have a collision rate below or similar to the national accident rate per billion vehicle kilometres. Mitigation measures related to road safety are provided within the Outline Construction Traffic Management Plan (document reference 7.3). Safety of road users along Primary Access Routes have been considered for walkers, cyclists and horse riders in the mitigation proposals presented in Chapter 16: Traffic and Transport (document reference 6.16) within the ES.				
9-2.231	It would be beneficial for further details on the methodology for estimating the peak impact on each road link, as set out at 16.6.26, to be provided, so that it can be reviewed	A meeting with Essex County Council took place on the 5th June 2025 to describe the methodology. The peak construction flow for each road link has been estimated aggregating the trip generation flows from all the Primary Access Routes that use the road link for the whole duration of the construction activities, between 2027 and 2031. The maximum number of construction vehicles has been estimated from the data associated with each road link for the period 2027 and 2031 and the date of when that		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		maximum number of construction vehicles takes place has been identified. The number of Light Goods Vehicles (LGV) and Heavy Goods Vehicles (HGV) on the date of the peak construction activities has been obtained to determine the split of vehicle types. The total daily construction traffic flow (7:00 to 19:00) generated by the Project at each road link forming the Primary Access Route for the peak week has been graphically presented identifying the split between HGV and total traffic in Section 16.5 of the Appendix 16.4: Traffic and Transport Construction Effects (document reference 6.16.A4). The total hourly construction traffic flow (AM / PM peak hours) at each road link forming the Primary Access Route has been graphically presented identifying the split between HGV's and total traffic in the Transport Assessment (document reference 7.11).				
9-2.232	Appendix 16.1 includes a description of the highway links and at 16.1.2 a list of the haul road crossing points. There are approximately 50 crossing points in Essex of which limited detail is provided in the document. For each crossing point the Council requires the following information to be submitted at DCO: • Visibility splays within the DCO redline or public highway based on the road speed limit or surveyed speed data. • Vehicle swept paths.	National Grid notes the respondent's feedback, the required information has been provided within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) submitted with the Development Consent Order (DCO) application.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	• Traffic Management. • Data on the relative use of the access (i.e. total vehicle movements, peak vehicle movements broke down by vehicle class). • A Stage 1 Road Safety Audit with designer's response. • Road construction.					
9-2.233	Limited detail is provided on the assessment of cumulative effects; however, with regards to transport, the proposed high-level methodology appears reasonable. However, transport specific interactions the Council would recommend the Applicant considers include the following: • The interrelationship between impacts on users of PRoW and users of the highway network. • The interrelationship of impacts on PRoW users (i.e. visual, transport, health and recreation etc). • Repeated impacts on users of the transport network over the lifetime of the project (i.e. repeated closures and traffic management) for both PRoW and the road network. Further to the above, consideration needs to be given to the impact of this project in combination of other projects in terms of repeated impacts on receptors as a result of multiple projects occurring one after the other over a relatively short timeframe. There is limited evidence that has been provided that	Details on the interactions with Public Rights of Way (PRoW), including indicative durations and proposals in relation to mitigation/management are contained within the Public Rights of Way Management Plan (document reference 7.6) which is submitted as part of the Development Consent Order (DCO) application. However, during construction the intention is to keep the majority of PRoW open via management measures wherever possible and, where not possible, to provide appropriate diversions. Post-construction PRoW would be re-instated along their original line wherever possible. The assessment provided in Chapter 16: Traffic and Transport (document reference 6.16) within the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) includes the committed developments with construction programmes are known to overlap or with operational flows not included within TEMPro. The committed developments and the cumulative flows that are considered for the cumulative assessment are		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	supports the conclusions on the likely preliminary cumulative effects at Table 17.2. As such, any conclusions relating to transport are not agreed	listed in ES Appendix 16.3: Future Baseline (document reference 6.16.A3).				
9-2.234	The Council do not support the use of access H25-A2 shown on Section F Sheet 3 due to potential impacts on the use of the layby in this location and would request consideration of other access locations. It needs to be determined whether any widening is required for a number of accessing including Chatham Hall Lane for accessing H27-A1. Consideration needs to be given to any interaction between pylons TB130 to TB132 and Phase 2 of the Chelmsford Northeast Bypass, which has planning permission. The Applicant is advised to investigate any weight restrictions on the crossing of Roxwell Brook to access H29-A1. For the Primary Access Route providing access to H28-A2 and H29-A1, the Applicant should consider pinch points along the route, including on Rainsford Road to the immediate west of its junction with the A1016, and further assessment should be undertaken of the A1060 junction with Park Avenue. It would be beneficial to understand whether the presence of the haul road would negate the need for any traffic to travel through Chelmsford. If the route is to be used, the Council would want to see peak hour restrictions on HGV movements onthis route. The junction of the A1060 with Lordship Road is proposed to be	An alternative location, sharing the SRC Group bellmouth has been proposed for the site access point for H25-A2, and agreed with the local highway authority. Chatham Hall Lane, H27-A1 preliminary design indicates no widening requirements. Pylons have been positioned using the alignment of the Chelmsford Northeast Bypass ensuring it is spanned. If the bypass goes ahead and severs our proposed haul road an additional access and haul road off the phase 2 bypass's most northern roundabout has been accounted for within the Order Limits. The proposed Primary Access Routes have been discussed and agreed with the local highway authorities. No concerns have been raised that there is a weight restriction on the Roxwell Brook bridge. There is a posted weight restriction on the approach to Roxwell, which National Grid understands relates to the village and not to the bridge. Any bridges proposed to be used for construction traffic would be subject to an approved/agreed Agreement in Principle between the contractor and the local highways authority. In order to agree this, a structural survey of the Roxwell Brook may be required if the local authority deem it necessary.		X		

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	improved as part of an 880 dwelling residential development to the immediate north of the A1060 that is currently pending a decision (Chelmsford Planning Application Reference: 21/01545). For the Primary Access Route to H29-A2 and H30-A1 the immediate bend before the accesses on A414 has a recent road collision resulting in a fatality, and consideration should be given to what measures can be put in place as a result of the road speeds. Consideration should be given to options for accessing H30-A2, including whether traffic from the south can use the existing slip road on the A12 instead of routeing through Margaretting and whether access can be achieved from Writtle Road rather than using Ivy Barns Lane, which is unsuitable	The largest construction vehicles anticipated travelling on Routes H28-A2 and H29-A1 are a mobile crane and Heavy Goods Vehicle (HGV). Any existing pinch points or traffic islands should remain unaffected. The Transport Assessment (document reference 7.11) has assessed the junctions in Chelmsford, part of the Primary Access Routes H28-A2 and H29-A1, including the A1060 junction with Park Avenue. The expected construction vehicle movements during the peak hour on the worst-case day are 27 two-way HGVs/hour over a short duration of time i.e. 1 week. Temporary mitigation for the A1060 junction with Park Avenue has been proposed to improve the operation of the junction and reduce the likely impact on road users. Furthermore, given that the likely impact of the Project construction traffic would be temporary and short term, it is considered that the Project would not have a substantial impact upon the operation of the road network. A414 Ongar Road. This has been identified within the Development Consent Order (DCO) Schedule 13 Traffic Regulation Orders for a temporary speed restriction to 40mph for the construction works. Following comments received at consultation, including feedback from the Local Highway Authority, National Grid has reviewed this proposed Primary Access Route. Our assessments have not identified a suitable alternative access route other than Ivy Barns Lane, to this section of temporary haul road. As part of the pre-application process National Grid has engaged with the				

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		relevant authorities, and their highways teams and National Highways to understand and gain information on their local road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the DCO application. Ivy Barns Lane would have provision of localised temporary road widenings along it, has been discussed with the Local Highway Authority, and has been subject of a Stage 1 Road Safety Audit.				
9-2.235	For the bridge strengthening works at F7, considerations should be given to a worst-case assessment of the impacts on the highway network, in the event of the works being undeliverable. There are concerns that this route is used to access Pylons 186 to 201 and the appropriateness of its use and the implications on the remainder of project or the need for alternative routes as a result	National Grid has engaged with the bridge asset owner, Network Rail. As part of our assessment study we have considered the worst case scenario in terms of vehicles accessing the bridge. Appropriate mitigations have been agreed in principle with Network Rail conditional on a further condition survey prior to use, ensuring the appropriate safe use of the bridge for access during construction. The discussions and studies to date do not reveal a need to strengthen the asset. This will be kept under review.		X		
9-2.236	Within Section G of the Consultation Plans; National Grid Drawing Reference AENC-NG-ENG-PLN0008 shows the haul route connecting to the A128 running adjacent to Dunton Hills Golf Course. As this does	This bellmouth and haul route were shown as a potential option depending on the build out programme of the Dunton Garden Village development. This access and route have been removed.		X		X

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	not form part of the primary access route, we would query its purpose and potential use					
9-2.237	The working hours set out at paragraph 2.3.1 are assumed hours and as such bring risks to any assessment methodologies as they move impacts outside of the normal peak hours. They also are likely to mean a greater impact in the hour of greatest change due to lower baselines in traffic. It is recommended that a review process is embedded into the CTMP, such that the staff arrival and departures patterns are monitored and if more typical shift patterns are exhibited, a review of the development impacts is undertaken and in the event of any additional impacts being identified, reasonable and pragmatic management measures are implemented to reduce these impacts	An Outline Construction Workforce Travel Plan (CWTP) appended to the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) has been developed. Details on the monitoring of staff shift patterns and feedback on this to Local Highway Authorities is detailed within the Outline CWTP (see document reference 7.3).		X		
9-2.238	With regards to paragraph 5.4.9, how will it be determined what vehicle movements are time critical? Whilst the need for flexibility is recognised, any movements outside of the core working hours should be minimal, and only in extraneous situations. This needs to be monitored and reported on, with any excessive use resulting in a review. There are no proposals to limit the number of HGV movements to reflect those predicted by the Applicant, and this is not considered to be acceptable.	The Outline Construction Traffic Management Plan (CTMP), (document reference 7.3), includes detail on the monitoring and management proposals throughout the Project.		X		

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9-2.239	As above, a number of sensitive locations are identified experiencing effects; further discussions are sought on these effects, and either the mitigation strategy or the rationale for why mitigation is not required for these locations.	Details of the links on the list are provided below: Highway mitigation has been provided to several locations to accommodate design vehicle movements.: Link PAR 28 - Wick Road / Grove Hill Link PAR 33 – Old Ipswich Road Link PAR 36 - A134 Northern Approach Rd / A134 Wildeve Avenue / A134 Nayland Rd / A134 The Causeway Link PAR 37 – A1124 Halstead Road Link PAR 43 - Spinks Ln / Highfields Rd / Spa Rd / Flora Rd / Faulkbourne Rd / Church Hill Link PAR 44 - A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Rd Link PAR 54 - B1002 Main Rd Link PAR 56 - Ivy Barns Ln Link PAR 58 - A176 Noak Hill Road / A176 Laindon Road / A129 Southend Road Further details can be found in the Indicative Highway Mitigation Plans (see Appendix C of the Outline Construction Traffic Management Plan (document reference 7.3)). Additionally, Chapter 16: Traffic and Transport (document reference 6.16) within the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) and the Transport Assessment (document reference 7.11) include		X		

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		additional mitigation as a result of the assessment for the following road links: Link PAR 28 - Wick Road / Grove Hill Link PAR 35 - A1341 Via Urbis Romanae Link PAR50 - A1016 Waterhouse Ln / A1016 Rainsford Ln Link PAR 36 - A134 Northern Approach Rd / A134 Wildeve Avenue / A134 Nayland Rd / A134 The Causeway Link PAR 37 - A1124 Halsted Rd Link PAR 38 - Mill Rd Link PAR 43 - Spinks Ln / Highfields Rd / Spa Rd / Flora Rd / Faulkbourne Rd / Church Hill Link PAR 44 - A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Rd Link PAR46 - B1008 Braintree Rd / B1008 Main Rd Link PAR 49 - A414 Three Mill Hill / A1114 London Rd Link PAR 51 - A1060 Rainsford Rd / A1060 Roxwell Rd Link PAR 54 - B1002 Main Road				
9-2.240	Paragraph 5.1.4 refers to a Staff Travel Plan, it would be beneficial for a Draft of this document to be submitted prior to the DCO, so that issues can be identified at an early stage and reduce potential disagreement during the examination	An Outline Construction Worker Travel Plan, appended to the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) has been developed and was issued to local highway authorities in May 2025.		X		

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9-2.241	The legal minimum widths are quoted (as per Highway Act 1980) at paragraph 5.1.7. For bridleways, three metres is the maximum width of a bridleway and is the width we aspire to provide on all our network within Essex and user groups will expect the same. This is especially preferable if the bridleway or diverted route is temporarily enclosed by fencing or segregated to accommodate a temporary access road	The comments regarding minimum widths, maximum widths and the Essex aspiration for 3 m bridleways is noted. When managing impacts on Public Rights of Way (PRoW) the existing widths are maintained or, where temporarily diverting, the widths provided would comply with the Highways Act.		X		
9-2.242	No specific timescales are mentioned within the Management Measures section. This should be agreed with the PROW maintenance team – months would be preferable to weeks or days' notice	The comment regarding notice periods is noted. Exact details of the proposals for Public Rights of Way (PRoW) are subject to discussion with PRoW Officers. For locations where active management or short period closures are required (e.g. for a few hours) the relevant PRoW Officer would be informed at least seven days in advance. For longer period closures a programme of closures would be produced and notified to the relevant PRoW Officer in advance. Should any additional closures, outside of those identified within the Development Consent Order (DCO), be required these would be discussed and agreed with the relevant PRoW Officer and landowner prior to implementation and relevant formal consent of the street authority would be obtained.		X		
9-2.243	Comment supporting of the repositioning of the Cable Sealing End (CSE) compound between pylons TB108 - TB103 (nr. Fairstead) to limit impacts.	In Fairstead Lane/Road (Protected Lane BTELANE17) there is a crossover point that allows construction vehicles to cross over the road and progress along the		X		

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	Suggestion that Protected Lanes should be identified as receptors within the Environmental Statement and agreement reached on which features define their traditional landscape and nature conservation character. Request for more information around the effects on Fairstead Lane/Road (Protected Lane BTELANE17 in Braintree District Council (BDC) Protected Lanes Assessment 2013), including existing public rights of way, water features, banking to the lane, and generally undulating landform close to areas of construction activity and environmental enhancement	proposed haul roads. There will not be an increase in baseline traffic along Fairstead Lane/Road as no HGV construction traffic is proposed to access the haul roads from the public highway under typical operation, and vice versa; hence, an increase in baseline traffic is not expected and has not been assessed within the ES Chapter 16 Traffic and Transport (document reference 6.16), submitted as part of the Development Consent Order (DCO) application. Temporary traffic management measures would be in place to avoid delays at crossover points as described within the Outline CTMP (document reference 7.3) submitted as part of the Development Consent Order (DCO) application. The Outline Public Rights of Way Management Plan (document reference 7.6) submitted as part of the Development Consent Order (DCO) application, sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The potential impacts on PRoW as a result of the Project are assessed in the Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16). Bridleway White Notley 11 (Part of White Notley Circular Walk) will be temporary closed for 10 months with managed access, that is, allowing a safe passage throughout of the PRoW users. As a result, the magnitude of impact on the PRoW is considered minor				

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		and the overall effect has been classified as not significant for these PRoW users. Due to the limited interaction between Project traffic and Fairstead Lane/Road, and the raft of measures to secure pollution control and sustainable drainage of construction worksites and haul routes (described in the Outline Code of Construction Practice (document reference 7.2)), submitted as part of the Development Consent Order (DCO) application, there would be no impact on local water features. The protected lanes have been identified and assessed in Chapter 11: Historic Environment of the ES (document reference 6.11) submitted as part of the Development Consent Order (DCO) application . The protected lanes have been judged to be low value. The setting of low value assets is not considered further as per the ES methodology agreed with stakeholders. The potential effects on recreational routes are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the ES (document reference 6.15). Fairstead Road shares the same path with White Notley Circular Walk and Essex Way. Following mitigations outlined in the Outline CoCP (document reference 7.2), Outline CTMP (document reference 7.3) and Outline PRoW Management Plan (document reference 7.6) (including closure with managed access and diversion during the duration of construction works for an indicative period of four years), a temporary, short-term,				

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		negligible and not significant effects during construction have been identified. During operational (and maintenance), no access disruption or permanent diversion is anticipated for Essex Way, resulting in a permanent, long-term, neutral and not significant effect on Essex Way. There would be a permanent acquisition of right of access for White Notley. However, no physical works are proposed and the acquisition of right of access is not anticipated to impact on general usage of the recreational route, resulting in a permanent, long-term, negligible and not significant effect during operation (and maintenance). Protected lanes have been assessed as part of the landscape and visual assessment presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), supported by ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), ES Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) and ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3), submitted as part of the Development Consent Order (DCO) application. ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1) notes that the susceptibility of visual receptors to changes in views/visual amenity is a function of the occupation or activity of people experiencing the view and the extent to				

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		which their attention is focused on views (GLVIA 3, para 6.32). People engaged in outdoor recreation (including users of cycle routes, footpaths, public rights of way and Quiet Lanes / Protected Lanes whose interest is likely to be focused on the landscape) is judged to be high. The landscape assessment within ES Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) identifies in the Central Essex Farmlands LCA (Area Two TB102-TB135) that Fairstead Lane would be directly affected by construction activity as it lies within the Order Limits and crosses under the works. The visual assessment within ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) includes consideration of visual amenity of visual receptor areas (including communities and people travelling along protected lanes). This appendix sets out the assessment for visual receptor areas including E5 Black Notley & White Notley and E6 Terling and Witham which are relevant to this feedback. An illustrative landscape plan has been produced for the Environmental Area around the Fairstead (EACN side) and Fairstead (Tilbury side) CSE compounds to the east of Fairstead Lane. This is contained within Appendix D: Outline Landscape Proposals of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				

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9-2.244	Request for information on the siting of pylons between TB80 - TB88 (south of Coggeshall), notably minerals, biodiversity, and heritage constraints and the decision not to achieve a straight alignment, instead retaining a slight kink south. Requests for more information on how the route integrates with, and can be mitigated from, users of countryside and rights of way open access land at Pantling's Lane	Pylons between TB80-TB88 have been carefully sited to reduce environmental impacts. A range of protected species and other ecological surveys have been undertaken within the area of TB80-TB88, and the results are outlined in ES Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 – 8.16 of the ES (document reference 6.8.A1 to 6.8.A16). The ecological constraints considered in this area included the presence of Coggeshall Hall Farm Local Wildlife Site (LWS). Both the construction haul road and proposed overhead line alignment have crossed the narrowest section of the LWS to reduce impacts on the LWS, while also avoiding the woodland blocks further to the west. Appropriate mitigation for the potential impact on Coggeshall Hall Farm LWS has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) that has been submitted as part of the Development Consent Order (DCO) and agreed with the Local Planning Authority. The assessment concludes that with the proposed mitigation measures in place there would be no likely significant effects on any ecological receptors. Chapter 15: Socio-economics, Recreation and Tourism of the ES (document reference 6.15) reports on the potential effects on recreational routes.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		It is noted that four Public Rights of Way (PRoWs) fall between TB80 and TB88. These are Kelvedon 4, Kelvedon 2, Kelvedon 29 and Kelvedon 5. The Outline Public Rights of Way Management Plan (document reference 7.6) has been submitted as part of the Development Consent Order (DCO) application, which sets out management measures and mitigation measures for each PRoW affected by the construction activities. The PRoW will be temporarily closed with managed access, that is, allowing a safe passage throughout for the PRoW users, and/or temporarily closed with a diversion in place. Kelvedon 4 would be temporarily closed with a diversion for an indicative duration of two months, and temporarily closed with managed access for an indicative duration of four years (i.e. the duration of construction works). Kelvedon 5 would be temporarily closed with managed access for an indicative duration of four years (i.e. the duration of construction works), and diversion of an indicative duration of one month for overhead conductor stringing, and two months for the working area for overhead conductor stringing. Kelvedon 2 would be temporarily closed with diversion for an indicative duration of four years (i.e. the duration of construction works) and temporarily closed with managed access for an indicative duration of one month for overhead conductor stringing, five days for existing				

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		11 kV overhead line dismantling, and four days for underground 11 kV cable installation. Kelvedon 29 would be temporarily closed with managed access for one month and temporarily closed at the southern section for an indicative duration of four years (i.e. the duration of construction works). The turn to the south from TB76 to TB78 avoids the Project oversailing a group of two Grade II* and two Grade II listed buildings. The Order Limits within this area interact with minerals candidate site A47 Bradwell Monks Farm, therefore the Order Limits have been widened to allow flexibility for an alternative alignment should the area be allocated in a future minerals plan.				

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Consultation						
9-2.245	Comment supportive of engagement that has taken place / feel listened to	National Grid notes the respondent's feedback.	X	X	X	
9-2.246	Comment supportive of the Project (generally - no location given)	National Grid notes the respondent's feedback.	X	X	X	
9-2.247	Criticism of consultation (generally - no location given)	National Grid notes the respondent's feedback.	X	X	X	
9-2.248	Comment supportive of the Projects aims (e.g. investment in offshore / nuclear / low carbon energy)	National Grid notes the respondent's feedback.	X	X	X	
9-2.249	Criticism of the government / local government / the Prime Minister (PM)	This comment is noted. This is not a matter for National Grid.	X	X	X	
9-2.250	Criticism of National Grid	National Grid notes all comments and feedback. We are progressing with our proposals in line with our duties and all relevant polices.	X	X	X	
9-2.251	Criticism that National Grid have misled respondents	National Grid disagrees that consultation or its content has been misleading and we believe we have been clear about the Project, the rationale behind it and how we've developed the design. This information is set out within materials presented at both the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultations, we believe that all the relevant information required for the public to	X		X	

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		make informed decisions on the proposals was made available. Feedback arising from all consultations has also been carefully considered and responded to within this report and the predecessor feedback reports published at the start of the 2023 non-statutory consultation and the statutory consultation. National Grid is not biased towards any particular technology solution but operates within clear policy and funding guidance. How these have been factored in can be found within the consultation materials published in 2022, and 2023 non-statutory consultation and at the statutory consultation and the Development Consent Order (DCO) application. In terms of capturing specific feedback, we have captured all comments and feedback received at all consultations irrespective of how an individual submits it. Comments via the website questionnaire are treated in the same way as an email, letter or hard copy feedback form.				
9-2.252	Criticism that consultation is biased towards what National Grid want	National Grid disagrees that consultation or its content has been misleading and we believe we have been clear about the Project, the rationale behind it and how we've developed the design. This information is set out within materials presented at both the 2022, 2023 non-statutory and statutory consultation. Feedback arising from all consultations has also been carefully considered and responded to within this report and the predecessor	X	X	X	

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		feedback reports published at the start of the 2023 non-statutory consultation and the statutory consultation. National Grid is not biased towards any particular technology solution but operates within clear policy and funding guidance. How these have been factored in can be found within the consultation materials published in 2022, and 2023 non-statutory consultation and at the statutory consultation and the Development Consent Order (DCO) application. In terms of capturing specific feedback, we have captured all comments and feedback received at all consultations irrespective of how an individual submits it. Comments via the website questionnaire are treated in the same way as an email, letter or hard copy feedback form.				
9-2.253	Comment supportive of consultation team (e.g. well informed)	National Grid notes the respondent's feedback.			X	
9-2.254	Criticism of consultation team	The National Grid Project team has been and continues to be available to engage with both the public and stakeholders about the Project. The members of the Project team have developed the proposals and are therefore well placed to answer questions that may arise. We encourage anyone with any concerns or questions to contact us directly.	X		X	
9-2.255	Criticism of name "Great Grid Upgrade" / "Norwich to Tilbury"	National Grid has changed the name of the Project to Norwich to Tilbury to make it clear it's part of The Great Grid Upgrade. The Great Grid Upgrade name was			X	

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		decided within National Grid to describe the group of projects. This name reflects the scale of the upgrades that are taking place across the country. Projects that are part of the Great Grid Upgrade will include specific locations in their names to make it easier for people to understand what and where we are proposing to build new infrastructure.				
9-2.256	Criticism of previous consultations (Norwich to Tilbury Non-Statutory Consultation / East Anglia GREEN (EAG) consultation)	It is important that we take enough time for all stakeholders to consider and respond to the materials presented at consultation. At both non-statutory consultations held in 2022 and 2023, National Grid allowed for eight weeks. At statutory consultation we allowed for 15 weeks in which to respond. The Project is aiming to be operational for 2030, which ensures we're able to connect new sources of energy to the wider electricity network and people's homes and businesses. We are always looking at how we can be more efficient and will consider feedback and comments from the public on that point.	X	X	X	
9-2.257	Criticism that National Grid has not considered feedback from previous consultations (including verbal feedback)	Feedback does make a difference. Many of the changes presented at the statutory consultation were as a direct result of the information and feedback we received at the 2022 and 2023 non-statutory consultations. National Grid has continued to have regard to all feedback received. During the statutory consultation, we asked for feedback on the 2024 preferred draft alignment, including pylon positions, the locations of	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		underground cables, Cable Sealing End (CSE) compounds, the East Anglia Connection Node (EACN) substation and the changes that were made to the route since the last consultation alongside issues of access and permanent and temporary haul roads. We also wanted to know about any concerns or questions about the proposals, or if there were any local factors that should be considered. The feedback received through this consultation has informed how the proposals have been developed. How feedback has influenced the changes which have been made is set out in this report and in the 2025 Design Development Report (document reference 5.15).				
9-2.258	Queries relating to previous consultations	Queries have been responded to within this Consultation Report or in direct correspondence with respondents.	X		X	
9-2.259	Criticism that consultation will not make a difference (e.g. respondents feedback will not be listened to; council feedback has not been listened to; the Project was decided on before the consultation)	Feedback does make a difference. Many of the changes presented at the statutory consultation were as a direct result of the information and feedback we received at the 2022 and 2023 non-statutory consultations. National Grid has continued to have regard to all feedback received. During the consultation, we asked for feedback on the 2024 preferred draft alignment, including pylon positions, the locations of underground cables, Cable Sealing End (CSE) compounds, the East Anglia Connection Node (EACN) substation and the changes that were made to the route since the last	X	X	X	

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		consultation alongside issues of access and permanent and temporary haul roads. We also wanted to know about any concerns or questions about the proposals, or if there were any local factors that should be considered. The feedback received through the statutory consultation from members of the public and the relevant Councils has informed how the proposals have been developed. Where this led to a significant change from what we had presented at statutory consultation, we held targeted consultations with directly affected properties throughout February and March 2025. How feedback has influenced the changes which have been made is set out in this report and in the 2025 Design Development Report (document reference 5.15).				
9-2.260	Suggest that feedback is listened to	National Grid listen to all the feedback we receive. Many of the changes presented at the statutory consultation were as a direct result of the information and feedback we received at the 2022 and 2023 non-statutory consultations. National Grid has continued to listen to all feedback received during the consultation, we asked for feedback on the 2024 preferred draft alignment, including pylon positions, the locations of underground cables, Cable Sealing End (CSE) compounds, the East Anglia Connection Node (EACN) substation and the changes that were made to the route since the last consultation	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		alongside issues of access and permanent and temporary haul roads. We also wanted to know about any concerns or questions about the proposals, or if there were any local factors that should be considered. The feedback received through the statutory consultation has informed how the proposals have been developed. Where this led to a significant change from what we had presented at statutory consultation, we held targeted consultations with directly affected properties throughout February and March 2025. How we have considered feedback, and any changes as a result of this, have been made is set out in this report and in the 2025 Design Development Report (document reference 5.15).				
9-2.261	Criticism that there was not enough time to consider the proposals	Before the start of the statutory consultation, National Grid prepared a Statement of Community Consultation. This document set out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Planning Authorities who provided us with comments based on their knowledge and experience of consultation in the area. We amended the Statement of Community Consultation based on feedback where practicable and information on this is available in this report together with information on how we complied with the Statement of Community Consultation. The Statement of Community Consultation is available as Appendix E to this report.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		It is important that all stakeholders had enough time to consider and respond to the materials that were presented at consultation. At both non-statutory consultations held in 2022 and 2023, National Grid allowed for eight weeks. At statutory consultation we allowed for ten weeks in which to respond, which was then extended to 15 weeks following the General Election. A total of 14 public information events along the proposed route and six webinars were held during the consultation period of 15 weeks. Recordings of the webinars were available on the Project website for people to view at any time.				
9-2.262	Criticism of when the consultation was held (e.g. time of year)	Before the start of the statutory consultation, National Grid discussed its approach with officers from the Local Planning Authorities and prepared a Statement of Community Consultation. An informal consultation was held on the Statement of Community Consultation from 1 December 2023 to 5 January 2024. A formal consultation was held from 1 March. This document set out how we were planning to consult on the Project and was published on the Project website. We held 14 public information events between April and May 2024. We held several events in the evening and at the weekend. Where people were unable to attend our in-person events, we held six online webinars where we presented the same information that was available at our public information events, and this remains available in the document library on our Project website.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.263	Criticism that Gunning Principles have not been considered	This Project comprises a proposed overhead line connection over 2 km in length and therefore it is currently expected to be classified as a Nationally Significant Infrastructure Project (NSIP). Therefore, the Project would require consent under the Planning Act 2008. The Planning Inspectorate publish guidance and advice on developing an NSIP Project for developers to follow. National Grid considers that we have developed our proposals and carried out consultation in accordance with the Gunning Principles. The Gunning Principles set out four principles for consultation as follows: Consultation must be at a point when proposals are still at a formative stage. A final decision has not yet been made, or predetermined, by the decision makers. All of our consultations on the Project (non-statutory consultations in 2022 and 2023, our statutory consultation in 2024, the targeted consultations and landowner consultation in 2025) were held at a formative stage where final decisions on the proposals were still to be made and we took on board feedback on our proposals at each stage. There is sufficient information to give 'intelligent consideration'. The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response. We have published a considerable amount of information to support both non-statutory consultations	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and statutory consultation. This information was available online and in paper copy at our public events during consultation and remains available on the Project website. Information was available in alternative formats on request. There is adequate time for consideration and response. There must be sufficient opportunity for consultees to participate in the consultation. Our statutory consultation ran for a period of 15 weeks, and this gave sufficient time for people to review the information provided, attend a face-to-face event, webinar, or contact the Project team with any questions to enable them to provide an informed response. We follow advice and guidance provided in relation to consultation for a Project of this nature and are confident we go over and above any statutory requirements to engage fully with all stakeholders. Conscientious consideration must be given to the consultation responses before a decision is made. Decision makers should be able to provide evidence that they took consultation responses into account. In response to the statutory consultation, we received over 13,000 responses. Responses were received from members of the public, elected members, Local Planning Authorities and technical stakeholders. All responses received have been carefully read and considered by the Project team. Information from the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		feedback has been considered and changes have been made as we have developed the alignment. Evidence of how we carefully considered the feedback submitted during the 2022 and 2023 non-statutory consultations is detailed in our previous consultation feedback reports, which are available on the Project website.				
9-2.264	Criticism that Holford Rules have not been considered	National Grid disagrees that the Holford Rules have not been considered. The Corridor and Preliminary Routeing and Siting Study (CPRSS) published in 2022, and the Design Development Reports (DDR) published as part of the 2023 non-statutory consultation, 2024 statutory consultation and with the Development Consent Order (DCO) submission, all set out how the Holford Rules informed decision making. A summary of the Holford Rules is provided within Appendix I22 of this report. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, and which are also informed by feedback. We would note that application of the Holford Rules typically involves balancing alternative solutions which can present conflicting Holford Rule compliance. For example, routeing over relatively higher ground rather than in an adjacent valley may conflict with Rule 4 and 5 but may be appropriate if the valley contains extensive areas of unavoidable ancient woodland, effects on which would conflict with Rule 2. A balanced	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		decision is taken which is not the same as not considering the Holford Rules.				
9-2.265	Criticism that Horlock Rules have not been considered	National Grid disagrees that the Horlock Rules have not been considered. The Corridor and Preliminary Routeing and Siting Study (CPRSS) published in 2022 and the 2023 and 2024 Design Development Reports (DDR) (available on the Project website) and the 2025 DDR (document reference 5.15) published with the Development Consent Order (DCO) submission, all set out how the Horlock Rules informed decision making. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, and which are also informed by feedback. We would note that application of the Horlock Rules typically involves balancing alternative solutions which can present conflicting Horlock Rule compliance albeit that all aspects have been considered.	X		X	
9-2.266	Criticism that the National Planning Policy Framework (NPPF) has not been considered / Criticism that the Project does not abide with the NPPF / Suggest that the NPPF should be considered (including the Planning Practice Guidance: Use of Planning Condition and Technical Advice Notes (TANs)) / Suggest Planning Practice Guidance for developments within the setting of AONB's is considered	National Grid disagrees that the Horlock Rules have not been considered. The Corridor and Preliminary Routeing and Siting Study (CPRSS) published in 2022, and the 2023 and 2024 Design Development Reports (DDR) (available on the Project website) and the 2025 DDR (document reference 5.15) published with the Development Consent Order (DCO) submission, all set out how the Horlock Rules informed decision making. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, and which are also informed by	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		feedback. We would note that application of the Horlock Rules typically involves balancing alternative solutions which can present conflicting Horlock Rule compliance albeit that all aspects have been considered				
9-2.267	Suggest that the Project should follow the HM Treasury Green Book (e.g. legal requirements and methodology; when appraising alternatives) / Criticism that HM Treasury Green Book has not been followed (e.g. calculations for externalities have not been considered)	National Grid is confident that the process we follow to identify and then assess potential strategic options is robust and the most appropriate. This has been tried and tested through numerous previous projects, the formal examination process and ultimately decided by the relevant Secretary of State. The Treasury Green Book provides guidance on the interpretation by public servants of public spending, assets and resources for projects, policies and spend from the public purse. That is not relevant for National Grid Electricity Transmission (NGET). There is no requirement in the Planning Act 2008 for developers to have to submit a Treasury Green Book assessment as part of a Development Consent Order (DCO) application. NGET is an Ofgem regulated business, with obligations to consider customer, environmental and other considerations as outlined in the Electricity Act 1989 and in its licence commitments. Consideration of the costs of a project and the funding it should receive via the regulatory settlement is the subject of a separate regulatory process, and it is not appropriate for the Planning Inspectorate, Examining Authority or the	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Secretary of State in their remit under the Planning Act to seek to duplicate other regimes.				
9-2.268	Suggest that there is need for further consultation	National Grid held two non-statutory consultations in 2022 and 2023 and a statutory consultation in 2024 where we presented our proposals for the Project. At each stage of consultation, we reviewed all the feedback we received and amended the alignment, where feasible in response to this. Where necessary following statutory consultation, we held in targeted consultations with directly affected properties where the alignment or access proposals have changed. We believe that this is adequate for a project of this size to allow the public time to have careful consideration and engagement with the proposals and leave meaningful feedback.	X	X	X	
9-2.269	Request to generally speed up the process (e.g. the consultation / construction) / Suggest the Project needs to be completed sooner	It is important that we take enough time for all stakeholders to consider and respond to the materials presented at consultation, and for the Project to carefully consider all the feedback we receive The Project is aiming to be operational for 2030, which ensures we're able to connect new sources of energy to the wider electricity network and people's homes and businesses. We are always looking at how we can be more efficient and will consider feedback and comments from the public on that point.			X	
9-2.270	Criticism of impact surveys undertaken (e.g. conducted at inappropriate times)	A full suite of ecological surveys has been undertaken across the Project. Further details are presented in Environmental Statement (ES) Chapter 8: Ecology and	X	X	X	

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		Biodiversity (document reference 6.8) with survey reports in Appendices 8.1 - 8.15 (document reference 6.8.A1 - 6.8.A15). A detailed survey scoping exercise was undertaken to determine the most appropriate survey type, methods and location based on a range of factors including existing records, habitat suitability and likely impacts. Survey scope has been discussed and agreed with the relevant stakeholders to ensure a robust baseline assessment.				
9-2.271	Criticism of Consultation advertising / Consultation advertising was not adequate / More consultation advertising needed	The consultation was advertised widely on social media, TV, radio and in local newspapers. Before the start of the statutory consultation, National Grid prepared a Statement of Community Consultation (SOCC) to set out how we were planning to consult on the Project. National Grid shared this document in draft with the potentially affected Local Planning Authorities who provided us with comments based on their knowledge and experience of consultation in the area. We incorporated these comments where practicable and information on this is available in this report. The SOCC is available as an appendix to this report and sets out how we intended to consult at statutory consultation.	X		X	
9-2.272	Criticism that it was difficult to find the consultation / feedback form / information on the Project	National Grid will continue to look at how we can optimise the user experience and make the website easy to navigate. Wherever possible we look to signpost how to submit feedback and find information. Where people have issues, we encourage them to contact us	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		directly via our hotline number, email, or Freepost. All our consultation information remains available in the document library on the Project website.				
9-2.273	Criticism that there was not enough information available for the consultation	At the statutory consultation National Grid had all of the Project documentation available, this included key technical documents such as the Preliminary Environmental Information Report (PEIR), 2024 Design Development Report, and Strategic Options Backcheck and Review (SOBR). We also had construction and access maps alongside non-technical documents. Members of the Project team were available at our public information events to help guide members of the public through the documents and explain the more technical elements. All information relating to the Project remains available on the Project website. We believe that all the relevant information required for the public to make informed decisions on the proposals was made available throughout the consultation periods. This information remains available on the Project website.	X	X	X	
9-2.274	Criticism that consultation letter was not received / Criticism that respondent was not contacted directly by National Grid / Criticism that residents near the Project did not receive Project documentation	The Project newsletter was sent to approximately 77,000 addresses along the preferred corridor within an area of approximately 1 km either side. National Grid also sent copies to Parish Councils within the consultation zone and made them available at inspection points across a wider area, at the public information events and online.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		In addition to raise awareness of the consultation, we published a series of newspaper advertisements setting out information on our consultation and public information events.				
9-2.275	Criticism that consultation was not accessible to those without IT access / internet access / IT capability	Before the start of the statutory consultation, National Grid discussed its approach with officers from the Local Planning Authorities and prepared a Statement of Community Consultation (SOCC). This document set out how we were planning to consult on the project and is published on the project website. To help ensure the consultation was accessible, we wrote to approximately 77,000 properties with details of our proposals and held 14 face-to-face events and six webinars. We also made a freephone and freepost service available for people to contact us with any queries. This provided an alternative option for those who may have difficulty accessing other engagement channels or were less comfortable with online technology. National Grid is happy to discuss any special requirements for marginalised groups for consultation and implement these where practicable. The Statement of Community Consultation is available as Appendix A to this report.	X		X	
9-2.276	Criticism that consultation was not accessible to those with limited literacy / reading skills	Before the start of the statutory consultation, National Grid discussed its approach with officers from the Local Planning Authorities and prepared a Statement of Community Consultation (SOCC). This document set out	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		how we were planning to consult on the project and is published on the Project website. To help ensure the consultation was accessible, we wrote to approximately 77,000 properties with details of our proposals and held 14 face-to-face events and six webinars. Information in the 2024 Project Background Document and website was written in non-technical language, supplemented with visual materials, to help explain the Project. National Grid also published the 2024 Guide to Interacting with Our Consultation Plans which provided guidance on what is shown on the plans. If people could not access the written materials, members of the team were available at public information events to speak to. National Grid also held online webinars with a presentation on the plans. The webinars were recorded and were made available on the Project website. We also made a freephone and freepost service available for people to contact us with any queries. This provided an alternative option for those who may have difficulty accessing other engagement channels or were less comfortable with online technology. The Project team was happy to discuss any special requirements for marginalised groups for consultation and implement these where practicable. The SoCC is available as Appendix A to this report.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.277	Criticism of consultation questionnaire (e.g. questions are misleading / form is cumbersome) / Criticism of process for respondents to submit feedback	The feedback form provided as part of the consultation is only a guide to enable the consultees to provide feedback on our proposals. The feedback form included a number of open and closed questions. Free text boxes enabled people to provide any other feedback they wanted. Respondents were free to answer any questions they felt most relevant. National Grid has found in the past, that people find a feedback form useful in structuring their responses and that the form has been helpful. However, feedback could be provided in any way that the consultee wished, either by using the feedback form template, by letter, or email. All feedback received from the consultations has been read by the Project team and all feedback was considered as we finalised our proposals.		X	X	
9-2.278	Criticism of National Grid collecting personal information (e.g. gender, age, ethnic background, disabilities) in questionnaire	National Grid gives people the option to provide further details relating to their background, gender and age when they submit feedback. This information enables us to understand how different groups of people interact with the Project. All the data is collected, stored and used according to General Data Protection Regulation (GDPR) and set out in our data privacy notice – which is available on our website and was on the printed feedback form. Respondents did not need to answer these questions, and all feedback was considered whether or not further personal information was submitted.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.279	Comment supportive of consultation materials (e.g. easy to understand)	National Grid notes the respondent's feedback.	X		X	
9-2.280	Criticism of consultation materials	Before the start of the statutory consultation, National Grid prepared a Statement of Community Consultation (SOCC). This document set out how we were planning to consult on the Project, including the materials to be presented. We aim to make consultations as accessible as possible and offer a range of materials to enable this, including an overarching introduction to the Project and the consultation (the 2024 Project Background Document), an interactive map and more technical information. We also offer ways to contact the Project team should someone need more information, or information in a different format. We will continue to assess how best to present information in an accessible way and format, but always recommend people contact the team directly via our hotline or email address if they have questions or concerns. We believe that all the relevant information required for the public to make informed decisions on the proposals was made available throughout the consultation period. This information remains available on the Project website. We believe that all the relevant information required for the public to make informed decisions on	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		our statutory consultation was made available and do not believe that this impacted the feedback we received.				
9-2.281	Criticism of Project Background Document / Design Development Report	All comments and feedback are welcomed and noted and National Grid will bear this in mind when developing documents for future projects. All our documents were available in alternative formats by request. We believe that all the relevant information required for the public to make informed decisions on our statutory consultation was made available and do not believe that this impacted the feedback we received. Our Project Background Document and Design Development Report (document reference 5.15) included the relevant information on the design and routing and siting of the project. Additional information on alternative options, environmental considerations, and access were available in our other consultation documents which were made available on the Project website.	X	X	X	
9-2.282	Criticism of consultation maps	National Grid notes the concerns about the mapping. An interactive map was and continues to be available on the Project website so that people can look at our proposals in more detail. The interactive map has different layers which could be turned on and off, allowing people to view a more simplified map, for example only showing the Order Limits, or showing other aspects of our proposals and environmental constraint.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Large scale maps were available at all the events and copies were posted to members of the public who requested them during and following events. National Grid also published the 2024 Guide to Interacting with Our Consultation Plans which provided guidance on the plans and what is shown on each plan. In June 2024 a Preliminary Environmental Information Report (PEIR) – Errata and Corrections Log was prepared which provides a list of minor corrections to plans within the PEIR.				
9-2.283	Criticism of imagery / photography / visualisations used for consultation materials	The statutory consultation materials, including the newsletter and Project Background Document, showed a mix of photographs including images of infrastructure such as pylons. The photography showed pylons located in the UK, including 50 m pylons and other infrastructure such as Cable Sealing End (CSE) compounds and substations. Photographs of infrastructure both in construction and operation were also available including images of underground cable construction. At the statutory consultation public information events, we had a 3D visualisation tool available which showed a visualisation of the proposals from any post code within a 2.5 km distance from the alignment. The model was intended to be illustrative proposals and it was advised that it should be viewed in conjunction with the published consultation materials.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The 3D visualisation tool was only available at events and not online as the programme used a large amount of data and would therefore not be compatible being hosted on the Project website. In terms of data used for the 3D visualisation tool, The National Tree Map dataset was used to identify tree locations. The data set is limited to vegetation over three metres in height and does not record exact tree species. Regionally appropriate assumptions for typical tree species and structure were used. The 3D tool could be set to winter and summer seasons. Buildings, including domestic properties, were presented to illustrate their spatial location and footprint, rather than specific architecture. Building height shown was to eaves. Wireline visualisations were also developed as part of the Preliminary Environmental Information Report (PEIR), which showed what the overhead line would look like in certain locations along the alignment. These visualisations were available on the Project website.				
9-2.284	Criticism of consultation in-person events	Before the start of the statutory consultation, National Grid discussed its approach with officers from the Local Planning Authorities and prepared a Statement of Community Consultation (SOCC). This document set out how we were planning to consult on the project and is published on the Project website.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		From experience we find an informal approach works best for people who attend consultation events. It allows them to take their time in viewing the information available and when they are ready, to spend some time talking to a member of the project team. We recognise that some of the events were very well attended, although our team worked to ensure that the capacity of venues was not exceeded at any time. We also held six online webinar events to provide information to those who felt more comfortable with online meetings or were unable to attend one of our in-person events.				
9-2.285	Criticism of accessibility to venue for public consultation events (e.g. for disabled people)	National Grid tried to make sure the consultation was accessible for local communities and held 14 public information events along the route of the alignment, including at least one in each local authority area. We had to balance a number of factors when booking the consultation venues, including availability and selecting larger venues along the route to ensure everyone who wanted to attend could be accommodated. As part of our risk assessment of these venues, we made sure that they had full disabled access and bathroom facilities as well as adequate capacity for the expected number of people attending to be comfortably accommodated for. We also held a series of six online webinar events which provided further opportunities for people to find out the same information and ask questions.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.286	Criticism that venues for public consultation events did not have appropriate facilities (e.g. toilets, (free) car parking, refreshments)	National Grid tried to make sure the consultation was accessible for local communities which meant balancing a number of factors. This included ensuring appropriate facilities were available, the venue was accessible and there was space available for parking. We also aimed to hold events at a range of times to allow people to attend. Where people were unable to attend our events, we also held a series of six online webinar events and opportunities to engage with the Project team via phone, email and freepost.	X		X	
9-2.287	Criticism of getting to the consultation venue (e.g. due to traffic / lack of transport options / lack of signage to venue)	National Grid tried to find venues as close to the project as practicable to ensure that we reduced the distance people had to travel to the public information events. We were required to find larger venues with better facilities to ensure that as many people as possible could attend our events. In some cases, this meant a greater travelling distance compared to smaller but more local options that were considered inadequate. Where people were unable to attend our events, we also held a series of six online webinar events and opportunities to engage with the Project team via phone, email and freepost.	X	X	X	
9-2.288	Suggest additional consultation events / Criticism that there were not enough consultation events	Ahead of the statutory consultation, National Grid developed and consulted on a Statement of Community Consultation (SOCC) with the potentially affected Local Planning Authorities. The SOCC set out how we intended to consult, including which venues we intended to use and when. When planning the public information	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		events, we reflected on our own learnings from the 2023 non-statutory consultation, the feedback we received and the input from Local Planning Authorities. We tried to strike the right balance between the consultation channels and methods of engaging to ensure everyone could take part in the method of their choice.				
9-2.289	Request that representatives are more identifiable at events	National Grid representatives wore name badges at events and there was a member of staff present at a welcome desk available to direct people to members of staff. We will consider what other actions we can take to make our team members more visible			X	
9-2.290	Criticism of consultation webinars	Before the start of the statutory consultation, National Grid discussed its approach with officers from the Local Planning Authorities and prepared a Statement of Community Consultation (SOCC). This document set out how we were planning to consult on the Project, including public events and online webinars, and is published on the Project website. Throughout our consultation period, we held six online webinars for those who were unable to attend one of our in-person events. Registration for the online webinars was available online and the Project phoneline and email were available for people to contact if they were struggling to sign up. The webinars were recorded and made available on our Project website shortly after they were held. In-person events were not recorded to ensure people felt	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		comfortable asking questions and could share details on specific queries relating to their land and / or property. Questions were taken using the chat function and the team answered as many questions as possible during the Q&A session. If people felt like their questions weren't answered we shared the Project contact details for people to get in touch with the team following the webinars. We rescheduled webinars due to the general election being announced during the consultation period. All people registered for the original dates were notified and the new dates were clearly displayed on the Project website.				
9-2.291	Criticism that alternatives (such as offshore, use of underground cables and alternative routes) have not been presented for consultation / consulted on / Suggest that National Grid justify why alternative options have not been consulted on / Suggest that National Grid should show that they have considered all options for the Project / Suggest that the consultation should be paused until all options have been considered	National Grid has considered a wide range of alternative means for the Project and set these out in the Corridor and Preliminary Routing and Siting Study (CPRSS), published in support of the 2022 non-statutory consultation, and the 2023 and 2024 Strategic Options Backcheck and Reviews (SOBR) (available on the Project website), published in support of the 2023 non-statutory consultation and statutory consultation and the 2025 SOBR (document reference 7.17). We have also considered feedback relating to suggested alternatives and set out responses within the 2022 and 2023 non-statutory consultation Feedback Report's and elsewhere within this report. Our job is to carefully consider the most feasible options and present proposals for public consultation. National	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Grid cannot present an alternative for consultation that would not meet the requirements placed on us by the government and our regulator Ofgem				
9-2.292	Criticism that the majority of consultation events are held during working hours (e.g. attendance may have resulted in resulting in loss of earnings) / Suggest that more consultation events are held outside of working hours	National Grid held 14 Public Information Events and six public webinars over a variety of days. Times and days for the events were dependent on availability of venues and three of the 14 Public Information Events and all webinars were open until 7 pm in the evening. Two of our Public Information Events were held on a Saturday to allow those who work in the week to attend.	X		X	
9-2.293	Suggest that households within five miles of the Project are consulted at every stage with an opportunity to comment and vote on the Project at every stage	During National Grid's statutory consultation period we engaged with properties within 1 km of the proposed route as part of our Primary Consultation Zone (PCZ). This included sending Project specific information to the properties and sharing information about how to engage with the project and leave feedback. We advertised our statutory consultation within a wider Secondary Consultation Zone which extended to 4 km on either side of the 2024 preferred draft alignment. We welcomed feedback from everyone, regardless of where they lived in relation to the Project. We will keep members of the public up to date with the development of the Project through regular project updates. Our communication channels will also remain open to answer any questions.			X	
9-2.294	Suggest that a vote is held with those affected by the Project to determine the Projects outcome	The Development Consent Order (DCO) decision for the Project will be decided on by the Planning Inspectorate			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and Secretary of State, who will review all the documents National grid produced alongside the feedback that we received as part of our statutory consultation. It would not be compliant with the requirements placed on us by our regulator Office of Gas and Electricity Markets (Ofgem), and the UK Government for us to determine the outcome of the Project through a popular There could be as much as 18 GW of offshore wind and interconnector energy coming into East Anglia by the end of the decade. There isn't currently enough network capacity in the region to support this level of energy so we need the Project to reinforce and develop the network to ensure this energy can be connected to homes and businesses across the UK.				
9-2.295	Suggest that National Grid improve how they present the needs case for the Project (e.g. simpler for the general public, more engaging for younger people)	National Grid published several documents during our statutory consultation that established the need for the project. This included technical and non-technical documents that were more accessible to the public. Non-technical documents included the Project Background Document and a non-technical summary of the Preliminary Environmental Information Report (PEIR). To engage with younger people, we held several youth focused events, including two university pop-ups and a youth only webinar. We also contacted schools along the route to offer more information to them on the proposals. This is consistent with our approach set out in	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Appendix E: Statement of Community Consultation (SoCC) and supporting evidence (document reference 5.1) which has been submitted as part of this Development Consent Order (DCO) application.				
9-2.296	Suggest that National Grid present the existing overhead line network together with the Project	National grid has a filter on our interactive map that shows existing overhead infrastructure. This can be toggled on or off. The interactive map can be found on our Project website. We also had existing overhead lines shown on our 3D visualisation tool that was available at our public information events.			X	
9-2.297	Suggest that the press allowed to attend and record / broadcast consultation events	National Grid had members of the press present at several of our Public Information Events. They were not allowed to record the events due to licensing requirements and laws regarding the recording of members of the public and children. Public information events were held at a range of times throughout the day and early evening and were publicised in the Secondary Consultation Zone (SCZ) to ensure that as many people could attend as possible.			X	
9-2.298	Criticism that National Grid contradict their actions elsewhere (e.g. use of undersea cables / underground cables for other Projects)	National Grid assess projects on a case-by-case basis, taking into consideration various factors such as feasibility, cost, environmental impact, statutory duties and regulatory requirements. Each project is evaluated independently, and decisions are made based on the specific circumstances and needs of that project. While National Grid may use undersea cables or underground	X		X	

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		cables for certain projects, it does not necessarily mean that the same approach will be taken for all projects. The selection of cable types depends on a range of factors, including the specific requirements and constraints of each project. The selection of technology type depends on a range of factors, including the specific requirements and constraints of each project as well as complying with assumption in National Policy Statement EN-5.				
9-2.299	Criticism of electricity companies	National Grid note the respondent's feedback.			X	
9-2.300	Suggest that all responses to the consultation are published for the public to view	National Grid notes the respondent's feedback. To analyse the responses received to the open questions in the feedback form, letters and emails, a coding framework was used. This framework was based on the structure of the statutory consultation response form which enabled the grouping of responses into location, categories and themes. Each response was assigned a unique reference number to create an audit trail throughout the analysis process. Quality assurance checks were undertaken to ensure that each response was accounted for and analysed. This was considered a reasonable and proportionate approach given the volume of feedback received and preferable to setting out each individual item of feedback in the report which would lead to duplication and increasing the length of the report substantially and is also in line with the Government advice on the	X		X	

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		consultation report and appendices and requirements of the Planning Act. Some categories (such as visual impact) were split so that comments could be coded as being specific to a certain area of the Project. A response could receive multiple codes to highlight different themes and/or locations covered. Each code was responded to within the report within a table specific to the location it was referring to. If no location was specified, or if responses were general to the Project, a separate table ('X- no location') was used. Within each table individual codes were grouped into categories to make it easy for respondents to find National Grid's response to each separate code, for example 'Environmental Impacts', or 'Health and Safety'.				

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9-2.301	Criticism that formal planning applications have already been made	Norwich to Tilbury Project is a 'Nationally Significant Infrastructure Project' (NSIP). NSIPs are dealt with under the Planning Act 2008 and were introduced to streamline the consenting process for major infrastructure schemes as well as make it fairer and faster for local communities and applicants. Instead of applying to a Local Planning Authority for planning permission, NSIP developers apply to the Planning Inspectorate (PINS) for a Development Consent Order (DCO). PINS is responsible for operating the planning process which includes examining an application and writing a report with recommendations to the relevant Secretary of State who then makes a decision on whether or not to grant consent. Local Planning Authorities hosting NSIPs are statutory consultees in the DCO process and have several critical roles to play at each stage of the work. National Grid has just submitted its application for the Norwich to Tilbury Project. A planning application for an extension to Norwich Main substation was made in 2024 and granted consent by the relevant Local Planning Authority through the Town & Country Planning regime. Work started in October 2024. The extension of the substation is separate to our proposals for the Norwich to Tilbury Project, which is proposed to connect into Norwich Main. The substation extension is needed to connect the Hornsea Project Three offshore wind farm, and the Sheringham Shoal			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and Dudgeon offshore wind farm extensions. It would also facilitate the connection of Norwich to Tilbury, should the Project be consented. The substation extension would still be required to connect new offshore wind generation even if Norwich to Tilbury did not go ahead. No applications have been made for the Project as of yet.				
9-2.302	Criticism of the financial cost and environmental impact of printing and posting consultation materials (e.g. delivered by Yodel; received duplicate letters) / Request for National Grid to provide information on the financial cost and environmental impact of printing and posting consultation materials	National Grid took a 'digital first' approach to consultation. It held all consultation materials on the Project website and encouraged people to access the documents online if they were able to. We also had documents available at Public Information Events. To ensure our engagement and consultation is inclusive, we developed consultation 'in person' aspects such as inspection points where we provided paper copies of materials. For those unable to travel to the inspection points we also provided printed copies by request to provide an inclusive consultation for all people. The Project is a Nationally Significant Infrastructure Project (NSIP) which requires development consent from the Secretary of State for Energy Security and Net Zero (SoS) via a Development Consent Order (DCO) process. This means that the application must demonstrate that adequate consultation has been undertaken. This process ensures that there is sufficient	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		opportunity from pre application engagement through undertaking various rounds of consultation. As consultation is a statutory requirement, it was carried out as part of the development process and all costs are associated with the wider project. It would not be possible to separate the costs for consultation from the cost of developing the Project. Our approach to consultation is agreed with the relevant Local Authorities before we launch. We are required to produce and post materials to properties affected by the proposals and use environmentally friendly materials where possible. This is part of our responsibility to ensure local residents are informed on the Project and can leave feedback on our proposals.				
9-2.303	Criticism that that the Project uses overhead lines, when these are being removed elsewhere in the UK (e.g. due to impact on the environment, communities, landscape and heritage)	The National Grid Visual Impact Provision (VIP) project is making use of a £465 m provision by Ofgem to carry out work that reduces the impact of existing transmission lines in English and Welsh National Landscapes (formerly Areas of Outstanding Natural Beauty (AONBs)) and National Parks. Where the Project is proposed as overhead line it is not located within a National Park or National Landscape (AONB) and would therefore site outside of the VIP project scope. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations	X		X	

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		under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty (AONB)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant				

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		landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at other locations proposed as overhead line would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-2.304	Suggest that the 400 kV lines and 132 kV lines are included on the interactive map	National Grid has a filter on our interactive map that shows existing overhead infrastructure. This can be toggled on or off. The interactive map can be found on the Project website. We also had existing overhead lines shown on the3D visualisation tool that was available at the public information events.			X	
9-2.305	Criticism that National Grid has chosen not to delay the consultation to consider the Electricity System Operator ESO report findings (March 2024)	National Grid considered the findings of the Electricity System Operator (ESO) report when it was released in March 2024 and published our response to the findings of the report in April 2024. Our response is available in our document library on our Project website. We were awaiting confirmation on whether the Government intended to take the Offshore Co-ordination Support Scheme (OCSS) forward, or if the customers involved wished to change their contracted arrangements. While waiting for that information,	X		X	

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		National Grid had a legal obligation to connect the customers and had to continue to progress the development of the existing East Anglian network projects. The Government later announced that, based on the findings of the feasibility work funded through the OCSS, they would not continue funding the OCSS for the 2024 to 2025 financial year.				
9-2.306	Criticism that the findings of the Electricity System Operator (ESO) review (March 2024) have not been considered / Criticism that National Grid have not adequately addressed the findings of the ESO review (March 2024) / Suggest that the ESO review (March 2024) is used to guide future work on the Project	National Grid has considered the findings of the March 2024 Electricity System Operator (ESO) East Anglia Network Study, and we published our response to the findings of the report in April 2024. It is available in our document library on the Project website.	X	X	X	
9-2.307	Suggest that letters and emails should be sent to all residents affected by the Project	During National Grid's statutory consultation period we engaged with properties within 1 km of the proposed route as part of our Primary Consultation Zone (PCZ). This included sending through Project specific information to the properties and sharing information about how to engage with the Project and leave feedback. This contact included through both letters and emails to residents along the route. We advertised our consultation in regional newspapers within a wider Secondary Consultation Zone (SCZ) which extended to 4 km on either side of the alignment.	X		X	

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		This is in line with the statutory requirements placed on us by our regulators for the running of consultation.				
9-2.308	Criticism that residents affected by changes to the Project since the previous consultation were not contacted directly	During National Grid's statutory consultation period we engaged with properties within 1 km of the proposed route as part of our Primary Consultation Zone (PCZ). This included sending through Project specific information to the properties and sharing information about how to engage with the project and leave feedback. All residents affected by the Project, including any changes since non-statutory consultation, would have been contacted directly as part of this PCZ. Where our alignment had changed significantly since our non-statutory consultation in 2023, we held more targeted Public Information Events in those villages that were impacted by the alignment change. For example, we held an event at Gislingham village hall after an alignment change that brought the route closer to the village.			X	
9-2.309	Suggest that additional consultation is held for local schools	During statutory consultation National Grid held several events that were targeted at young people, including two university pop-up events, and a youth focused online webinar. We made direct contact with primary and secondary schools along the route to share information about the Project and a link to register for the youth webinar. Our approach for engaging with young people is outlined in the Statement of Community Consultation (SoCC) which is available on our Project website and			X	

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		was submitted as part of our application for development consent.				
9-2.310	Criticism that contracts have already been confirmed, despite National Grid not owning all required land	The connection process for customers, including customer contracts (for which agreements are in place with numerous offshore windfarms), which are contracts between the customer and the National Energy System Operator (NESO) (previously the Electricity System Operator – ESO), is governed by the Connection and Use of System Code and is managed by NESO in accordance with government policy. National Grid is legally obliged (under its Transmission Owner Licence) to provide capacity at the dates formally agreed in contracts with energy generators (or customers). There is no requirement for National Grid to acquire rights over land prior to a contract being confirmed.	X		X	
9-2.311	Criticism that National Grid has already started / commenced works in preparation for constructing the Project / Suggest that National Grid pause works until the consultation is complete	National Grid has not started any construction work for Norwich to Tilbury. We have been carrying out various surveys including archaeological surveys along the route of the Project to inform the design and environmental assessments. National Grid is carrying out several other developments in the area that are undergoing construction work such as the Bramford to Twinstead Reinforcement and works at our Norwich Main Substation. These projects have been consented and are being developed separately to our proposals for Norwich to Tilbury Project and are part of the wider Great Grid	X		X	

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		Upgrade to connect new sources of renewable energy into the grid.				
9-2.312	Suggest door-to-door surveys in areas of higher population so those who are unable to put views in writing still have chance to express their views	Due to the length of the Project, it would not be possible for us to use door-to-door contact with properties. During our statutory consultation period National Grid engaged with properties within 1 km of the proposed route as part of our Primary Consultation Zone (PCZ). This included sending through Project specific information to the properties and sharing information about how to engage with the Project and leave feedback. In exceptional circumstances, we accepted feedback in alternative ways where people were unable to utilise the other methods. This included through allowing others to leave feedback on their behalf as written correspondence. The public information events were open to all members of the public to allow them to learn more about the proposals and had copies of our feedback questionnaire available so that they could leave feedback here. If someone was unable to attend a Public Information Event, we also held six webinars where they could express their views and ask questions.	X		X	
9-2.313	Criticism that National Grid have not considered Lord Charles Banner KC's review(s) of the Project / Criticism that National Grid haven't responded to Charles Banner KC	National Grid has read and considered all the feedback we received as part of the 2022 and 2023 non-statutory consultations, 2024 statutory consultation and the 2025 targeted consultations and landowner consultation. The feedback submitted during previous consultations,	X		X	

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		including from Charles Banner KC was responded to in Chapter 4 of the 2023 Non-Statutory Consultation Feedback Report. The previous reports remain available on the Project website. The feedback submitted by Charles Banner KC at statutory consultation is responded to in Appendix N5.				
9-2.314	Suggest that National Grid uses local design panels and community forums	The Project will be decided on by the Planning Inspectorate and Secretary of State, who will review all the documents National Grid produced alongside the feedback that we received as part of our statutory consultation. It would not be compliant with the requirements placed on us by our regulator Ofgem, and the UK Government for us to determine the outcome of the Project through a local forum.			X	
9-2.315	Criticism that National Grids consultation material does not cover Ofgem role in the overall decision process	National Grid is regulated by Ofgem, and our decisions are scrutinised by them to ensure that we are acting in line with the requirements placed on us. They are not directly linked with the decision-making process for Nationally Significant Infrastructure Projects (NSIPs), which are reviewed and decided on by the Planning Inspectorate. After receiving the application, the Planning Inspectorate has 28 days to accept it and decide if it can proceed to the examination stage. The Planning Inspectorate will hold an examination. When this finishes it has three months to make a recommendation to the Secretary of State about whether			X	

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		the application should be approved. The Secretary of State then has a further three months to make a final decision.				
9-2.316	Criticism that the National Policy Statement for Energy 2011 has not been considered	The National Policy Statement (NPS) for Energy EN-1 published in 2011 was considered in the development of the Project as set out in Section 3 of the Corridor and Preliminary Routeing and Siting Study (CPRSS) published in 2022 (available on the Project website). Draft updates to the policy, which were being consulted upon were also considered. This policy has now been superseded and replaced by NPS EN-1 published in 2023 and enacted in early 2024. The updated policy has been considered in the development of the Project and detailed in the Planning Statement (document reference 5.6).	X	X	X	
9-2.317	Concern that opposition to the Project will delay the proposed completion date and take away the financial advantage of using overhead lines	Electricity transmission infrastructure will be a critical enabler in the clean energy transition. In order to support the government's ambition of connecting 50 GW of offshore wind by 2030, we will need to deliver over five times more electricity transmission infrastructure in the next seven years, than has been built in the last 30 years. The Norwich to Tilbury Project is required in order to ensure new sources of energy can be connected to the network. If the Project is delayed, it would place constraints on the network which would lead to constraint payments, adding further costs to the Project.			X	

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9-2.318	Criticism that the Project opposes Government strategy for an offshore grid	National Grid is not aware of government policy for an offshore grid. National Grid takes forward its proposals under the current regulatory and national planning policy framework. If that changes then National Grid will back-check its proposals in light of that. Strategic alternatives for the Project, including underground cables and offshore cables, have been considered and are set out in the published Strategic Options Backcheck and Reviews (SOBR) published in 2023 and 2024 (available on the Project website) and the 2025 SOBR (document reference 7.17).			X	
9-2.319	ESG considerations have not been applied	National Grid is legally and ethically required to align its operations with relevant regulations and standards. This ensures that its activities adhere to environmental protection laws, social accountability frameworks, and governance principles. ESG reporting includes an environmental, social and governance (ESG) materiality assessment. However, this is reported on separately to meet wider legislation and corporate requirements. There is no statutory requirement for an application requiring development consent to apply ESG.	X		X	
9-2.320	Suggest that National Grid should speak with all landowners impacted by the Project	National Grid consults with all landowners and persons with an interest in a piece of land impacted by the Project. If a landowner or a person with an interest in the land feels that they have not been consulted they should make contact with the Project Lands Team to discuss:			X	

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		Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-2.321	Suggest that National Grid provide a mock-up of the Project, specifically the overhead lines / pylons in real life size along with representations of the 100 m channels for undergrounding	National Grid provide a wealth of drawings and information to depict the scale of the Project. This information can be found on the Project website. At the statutory consultation there was also a 3D Visualisation tool available for viewing.			X	
9-2.322	Suggest that National Grid ask the Secretary for Energy for an extension to the Projects 2030 contract, so that alternative options (such as underground cables an offshore solution) can be considered / Suggest that the Secretary of State should delay the Project so that alternative options can be considered	Strategic alternatives for the Project, including underground cables and offshore cables, have been considered and are set out in the published Strategic Options Backcheck and Review (SOBR) published in 2023 and 2024 (available on the Project website) and the 2025 SOBR (document reference 7.17). These are available on the Project website. National Grid has considered National Policy Statement (NPS) EN-5 which covers the development of new energy infrastructure. The Project aligns with NPS EN-5. This policy concludes that in most cases, the government expects that overhead lines will be appropriate and should be used as standard to reinforce the grid. Regarding offshore alternatives, there is no fully offshore solution to connect offshore wind to the grid, and we have to bring the power onshore somewhere. Our job is to carefully	X		X	

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		consider the most feasible options and present proposals for public consultation. In doing this, we must consider impacts on local communities and the environment and deliver value for electricity consumers. We have assessed an equivalent offshore option with connections onshore, and to deliver the same capacity as the overhead line, we would need to build three subsea cables and associated onshore infrastructure. There are a range of environmental factors and other onshore and offshore impacts which need to be considered in this option. This option would also mean significant extra cost to consumers, and that would not meet the requirements placed on us. Taking all these considerations into account we have concluded that an onshore connection is the most appropriate solution. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty (AONB))'. Where no such				

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		designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at other locations proposed as overhead line would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

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9-2.323	Criticism that no representatives from Ofgem were in attendance at consultation events	National Grid's public information events were attended by various members of the Project team, including from the planning, consents, environmental, engineering and traffic teams. We did not have representatives from Ofgem at these events as the events were held to share more information on the proposals for Norwich to Tilbury Project that have been developed by the team at National Grid.			X	
9-2.324	Suggest that National Grid "pause" the Project to consider the Electricity System Operator (ESO) report findings in collaboration with the Department for Energy Security and Net Zero, and local stakeholders	National Grid considered the findings of the National Energy System Operator (NESO) (previously Electricity System Operator (ESO)) report when it was released in March and published our response to the findings of the report in April 2024. Our response is available in the document library on the Project website. National Grid has a statutory obligation to our customers to maintain an efficient and coordinated system of electricity transmission, and while awaiting further information in response to the ESO East Anglia Network Study, we had to continue to progress the development of the existing East Anglian network projects in order to meet our legal obligations. We were awaiting confirmation on whether the government intended to take the Offshore Co-ordination Support Scheme (OCSS) forward, or if the customers involved wished to change their contracted arrangements. The government later announced that, based on the findings of the feasibility work funded through the OCSS,	X		X	

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		they would not continue funding for the OCSS scheme for the 2024 to 2025 financial year.				
9-2.325	Criticism that National Grid have not sufficiently addressed the independent report commissioned by Norfolk County Council, Essex County Council and Suffolk County Council	National Grid has considered the independent review carried out by Hiorns Smart Energy Networks in September 2023. We carefully reviewed the report and its appraisals and published our response to the findings of the Hiorns Report in April 2024. Our response is available in the document library on the Project website.	X		X	
9-2.326	Suggest that National Grid should engage with Norfolk County Council and UK Power Networks to consider opportunities to provide power to Norfolk, identifying additional infrastructure which may be required for this / Suggest that this is carried out in conjunction with Norfolk County Council's preparation of an Energy Plan, and that National Grid contribute towards such a plan	Throughout National Grid's consultations, we have engaged with all the relevant Parish, District, and County Councils along the proposed route. This included Norfolk County Council to discuss our proposals in the region. We have also worked with UK Power Networks to assess how the Project might interact with its existing and proposed electricity supply infrastructure. Where required, we are removing sections of UK Power Networks overhead lines to reduce accumulated visual impacts. We have taken on board all the feedback we received at the statutory consultation and, where possible, have amended our proposals to reflect this. This includes several pieces of feedback from Norfolk County Council. All our projects are developed in response to the current and expected demand on the network, which will increase in order to reach net zero. As part of our Ofgem licence to operate, National Grid Electricity Transmission		X		

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		(NGET) and National Energy System Operator (NESO) must ensure that there is an adequate supply of electricity to meet demand (hence why the Project is being promoted) and offer a connection to developers wanting to connect new sources of electricity generation to the national transmission system. Our statutory duty and the terms of our transmission licence require National Grid to be efficient, coordinated, and economical when formulating proposals while also considering the effect on the environment.				
9-2.327	Criticism that National Grid has not considered the Electricity Act 1989 / Criticism that the Project is contrary to the Electricity Act 1989 (e.g. paragraph 1(1) of Schedule 9; Section 9)	National Grid follows a robust assessment process which we believe is appropriate for projects like this. Our assessments, strategy, plans and recommendations all come under Ofgem regulation and approval. Ultimately our processes will be assessed by the Planning Inspectorate and the relevant Secretary of State. The Project has been developed in line with the requirements placed on us by relevant government acts and regulations, including the 1989 Electricity Act.	X		X	
9-2.328	Suggest that National Grid include protected lanes on their maps	Protected lanes have been considered within the route development process, and when considering feedback but it is not possible to show all constraints on the same plan and still retain the functionality of the plans and figures. The Historic Environment Assessment presented in ES Chapter 11: Historic Environment (document reference 6.11) has considered historic routeways including			X	

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		designated Protected Lanes and other historic routes identified through historic mapping or through Historic Environment Records and these are shown on associated figures (see ES appendices (document reference 6.11.A1 to 6.11.A7) and ES figures (document reference 6.11.F1 to 6.11.F5)). National Grid does not consider that the presence of Protected Lanes or cycle routes is a barrier to routeing. The potential effects of their use for construction access are noted and used to inform the access arrangements proposed in the statutory consultation. The basemap shown on the plans and figures contained within the statutory consultation materials and the Development Consent Order (DCO) submission materials is as received from Ordnance Survey, which does not reference protected lanes.				
9-2.329	Suggest that the A1066 is included as part of the Strategic Road Network (SRN) in the Non-Technical Summary	National Highways sets which roads are classified as part of the Strategic Road Network (SRN), which the A1066 is not, National Grid has no control over which roads are classified as part of the SRNs.		X		
9-2.330	Request that in the Design Development Report (and Appendices) Stutson Common and Diss Golf Club are treated separately	National Grid can confirm that Stutson Common and Diss Golf Club were considered separately with regards to the Environmental Impact Assessment (EIA), including effects described within the Environmental Statement (document reference Volume 6: Environmental Statement) as well when assessing		X		

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		alternative routeing options as described in the 2025 Design Development Report (document reference 5.15).				
9-2.331	Suggest that sensitive receptors are shown on the A1066 route from Thetford	The impact of the Project on the A1066 from Thetford has been assessed in Chapter 16: Traffic and Transport of the Environmental Statement (ES) (document reference 6.16), including baseline information such as the list of sensitive receptors, collisions and highway constraints.		X		
9-2.332	National Grid should make direct contact with all receptors within 250 m of the Project and advise them of the means to raise concerns or complaints, reporting any complaints to the Environmental Health Department of the relevant Local Authority	At the start of statutory consultation, National Grid wrote to all properties within our Primary Consultation Zone (PCZ), which extended to 1 km on either side of the alignment. In this, we shared information on how members of the public could leave feedback on our proposals through our public information channels. Paper copies of the key consultation documents were also placed at information points in publicly accessible venues along the route sharing information on how to leave feedback. The contact channels for people wishing to raise concerns or complaints directly to National Grid – Norwich to Tilbury are: email us at: contact@n-t.nationalgrid.com Write to us at (no stamp required): FREEPOST N TO T Call us on: 0800 915 2497. These details are available on the Project website and are included in all Project materials sent to properties.		X		

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		How we propose to contact residents and stakeholders during construction and the complaints procedure we propose to follow is detailed in Appendix E: Community Engagement and Public Information of the Outline Code of Construction Practice (CoCP) (document reference 7.2).				
9-2.333	Criticism that it appears that the overriding objective of the Project is timing to minimise the cost of compensation to wind farm operators who are unable to connect to the Grid	National Grid is legally obliged (under our Transmission Owner Licence) to provide capacity at the dates formally agreed in contracts with energy generators (or customers). Contract dates are set out by National Energy System Operator (NESO) independent of National Grid. Ultimately, if there is insufficient transmission network capacity to allow connected windfarm to generate, then constraints payments to the windfarms, would be triggered. The cost of this in any one year, could be very substantial. This is ultimately paid by electricity bill payers. Therefore, timing is a key consideration of the Project. The need case for the Project is set out in the 2025 Strategic Options Backcheck and Review (document reference 7.17). The NESO Clean Power 2030 Report, published in Nov 2024 states, with reference to the Norwich to Tilbury and SeaLink projects: "Three projects have been identified as critical to delivering a network which supports the clean power pathways, but at present have delivery dates after 2030. Support is therefore needed to bring these projects			X	

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		forward for 2030 delivery. These are projects in East Anglia and in the southeast that are critical for connecting offshore wind in the North Sea and supporting the flow of clean power. Our assessment suggests that without these projects, the clean power objective would not be achieved, leaving the clean power target short by around 1.6% in 2030 (assuming a typical weather year) and consumers could face extra constraint costs of around £4.2 billion in 2030".				
9-2.334	Criticism that the National Policy Statement (NPS) for electricity networks infrastructure (EN-5) has not been considered (e.g. Paragraph 2.12.3; Paragraph 2.8.4), including the updates made to the NPS in January 2024	The respondent appears (by reference to updates to the National Policy Statements (NPSs)) to be implying a residual status for the 2011 NPSs. However, these are withdrawn with the relevant NPSs being those enacted in January 2024. Paragraph 2.8.4 of NPS EN-5 refers to bringing forward economic and efficient proposals which National Grid considers the Project design is doing given the substantially greater cost of fully underground or substantially offshore solutions. Paragraph 2.12.3 of NPS EN-5 refers to the need for substantial amount of new onshore infrastructure, which National Grid agrees is required and is developing in a co-ordinated, economic and efficient manner.	X	X	X	
9-2.335	Request that a better description of the temporary works structures and the length of time they are proposed to be in situ for is included in the Project Description within the Preliminary Environmental;	The Preliminary Environmental Information Report (PEIR) was a preliminary document and reflected the Project proposals at the time of statutory consultation.		X	X	

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	Information Report (PEIR) to better reflect the construction works arrangements (in relation to section 4.1.3 in PEIR Vol I)	Temporary works structures are described within Chapter 4: Project Description of the Environmental Statement (ES) (document reference 6.4). Once the Project has been constructed and commissioned, the temporary construction working areas would be removed, and the site reinstated. Haul roads (including temporary bridges and culverts) are likely to be removed unless identified as offering a long-term improvement to the environment and land usage during the detailed design (and agreed with the landowner, Lead Local Flood Authority and / or the Environment Agency (where required)). Temporary features such as site welfare, working areas, fencing and scaffolding would be removed. Any stripped topsoil would be reinstated, and the site would be returned to its former use, subject to any planting restrictions or agreements with landowners.				
9-2.336	Request that further information is provided within the Preliminary Environmental Information Report (PEIR) in relation to the crossing of existing ordinary watercourses by the temporary construction works, along with ordinary watercourse consents which are likely to be required for all relevant watercourse crossings (in relation to section 4.7.8 in PEIR Vol I)	The Preliminary Environmental Information Report (PEIR) was a preliminary document and reflected the Project proposals at the time of statutory consultation. Further detail on the watercourse crossings proposed is included within Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (ES) (document reference 6.12), including a schedule of the proposed crossings required.		X		
9-2.337	Request for details on the surface water management for all compounds and temporary	Details of surface water management proposals are provided in the Flood Risk Assessment (FRA)		X		

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	construction works features (in relation to section 4.8.3 in PEIR Vol I)	(document reference 7.9). The FRA describes that surface water runoff would be collected from compounds and other work areas and provided with the necessary treatment and attenuation prior to discharge into the water environment. A suite of principles for managing surface water have been agreed with the Environment Agency, Lead Local Flood Authorities (LLFAs) and Internal Drainage Boards (IDBs). Commitment GG27 within the Outline Code of Construction Practice (CoCP) (document reference 7.2) secures that the appointed main works contractor(s) would further develop these principles and prepare a Construction Surface Water Management Plan. The Plan would demonstrate how runoff across the site would be controlled and how any off-site effects would be managed and mitigated. There would be no intentional discharge of site runoff to ditches, watercourses, drains or sewers without appropriate treatment and agreement of the relevant authority. Chapter 12: Hydrology, Land Drainage and Flood Risk of the ES (document reference 6.12) assesses the effects of temporary works on hydrology, land drainage and flood risk and concludes no likely significant effects.				
9-2.338	Criticism that the Overarching National Policy Statement for Energy (EN-1) has not been considered (e.g. in relation to identifying alternative options for the Project) / Suggest that National Policy Statement for Energy (EN-1) should be considered	National Grid disagrees with this response and notes for example that in Section 3 of the Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) the policy context set out and informing the development included National Policy Statement	X	X	X	

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		(NPS) EN-1 and NPS EN-5 (2011) with this position being updated in the 2024 Design Development Report (available on the Project website) to respond to the updated NPS EN-1, EN-3 and EN-5. The current position and explanation of how policy has guided Project design is set out in the 2025 Design Development Report (document reference 5.15).				
9-2.339	Criticism that National Grid don't provide any evidence in the Preliminary Environment Information Report (PEIR) to show that the pylons need to be consistently at 50 metres in order to deliver the scheme	The Preliminary Environment Information Report (PEIR) presents a preliminary assessment of the likely significant environmental effects of the Project, to inform consultation. The purpose of the PEIR is to enable members of the public, consultation bodies, and other stakeholders, to develop an informed view of the preliminary likely significant effects of the Project and comment on aspects of interest. The 2025 Design Development Report (document reference 5.15) contains additional technical detail including the rationale behind heights of lattice pylons (document reference 5.15). Each pylon is a different height bespoke to the constraints around it, things that typically drive variations in pylon heights can be span lengths, topography of those spans to ensure ground clearance is maintained and any other physical constraint that may be present. National Grid are required to adhere to Policy Statements and Technical Specifications which detail minimum safe clearances from the ground for all new			X	

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		overhead transmission lines, these specifications were agreed with government at the time they were published and form a uniform approach across new overhead line routes. These clearances are adhered to in order to maintain safe electrical clearances whilst maintaining safe levels of exposure to Electric and Magnetic Fields (EMFs) and minimise the risk of microshocks occurring.				
9-2.340	Criticism that the Infrastructure Planning (Decisions) Regulation 2010 (Reg 3) has not been considered	The assessment of the impact of the Project on the historic environment has been carried out in accordance with relevant legislation, including the Infrastructure Planning (Decisions) Regulations 2010 (Regulation 3), The Environmental Statement (ES), particularly Chapter 11: Historic Environment (document reference 6.11), demonstrates how these requirements have been considered in assessing impacts on listed buildings, their settings, and conservation areas. The approach taken has been discussed and agreed with statutory consultees, including Historic England and the relevant Local Planning Authorities.	X		X	
9-2.341	Criticism that National Grid have not considered the Planning (Listed Buildings and Conservation Areas) Act 1990 (including section 66(1) and section 72)	The Historic Environment assessment included in Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11) has been undertaken in accordance with relevant legislation, planning policy and guidance. This includes undertaking an assessment of the impact of the Project due to change in the settings of listed buildings that affects their value, to enable the Examining Authority on behalf of the	X		X	

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		secretary of State to make a decision with reference to section 66(1) and section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.				
9-2.342	Concern that the Project will go to judicial review, even if approved by the Secretary of State, due to public opposition (including County and District Councils, and MPs), which will cause major delays and result in National Grid not being able to meet its 2031 completion date for the Project / Suggest that National Grid should look at alternative options as the Project will likely be delayed due to appeals and Judicial Reviews	Should the Secretary of State (SoS) grant development consent then National Grid is fully aware that any legal challenge could be by way of Judicial Review. However, any potential claimant would need to secure permission from the court to bring an application for judicial review, commonly known as the 'permission stage' at which point the court would consider the merits of the claim against the relevant test: whether the claim discloses an arguable case. It is up to the court to consider the application and determine whether the claim should be heard. The threat of a Judicial Review at this stage should not simply determine the outcome of the proposed Project.			X	
9-2.343	Concern that National Grid has allocated offshore connections that they cannot yet accept and that National Grid will have spare capacity should the Project go ahead alongside Necton and Bramford	The Needs Case set out in our Strategic Options Backcheck and Review Report 2024 and 2025 (available on the Project website), includes the connection projects that are listed on the National Energy System Operator (NESO) Transmission Entry Connections (TEC) and Interconnectors Register. All of the Connections listed on these Registers have a NESO contract to connect to the transmission system.			X	
9-2.344	Concern that the Project does not include the 60 km connection from the North Sea to the Norwich Main substation, and that the environmental and social	The cumulative effects of the Project with other committed developments has been considered in the Environmental Impact Assessment (EIA) for the Project.			X	

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	impact of this additional connection has not been presented as part of the Project	The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent.				
9-2.345	Criticism that National Grid has not engaged with government representatives on the Strategic Spatial Energy Plan or considered the Transmission Network Infrastructure Government Statement	In October 2024 the UK, Scottish and Welsh Governments jointly commissioned the National Energy System Operator (NESO) to produce a Strategic Spatial Energy Plan (SSEP) for Great Britain. This more strategic approach to planning will help accelerate the Government's clean energy superpower mission. National Grid supports the need for a SSEP and is engaged with NESO responsible for its production, as required. However, NESO's Clean Power 2030 report identifies the need for the Project to be delivered by 2030. National Grid has in conjunction with NESO undertaken the necessary exercises/studies and its now important the Project makes progress to ensure NESO's ambition for Clean Power 2030 is realised.			X	
9-2.346	Criticism that the alternative options (e.g. offshore, underground, etc) for the Project were not assessed independently / Suggest that options for the Project are independently assessed (e.g. costs for offshore and underground cables)	National Grid assessed the alternative technologies which could be employed as part of the Project, as contained in our 2024 and 2025 Strategic Options Backcheck and Review (available on the Project website). The use of offshore connections and underground cables was also independently assessed by Electricity System Operator (ESO) (now National Energy System	X		X	

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		Operator (NESO)) in its 2024 East Anglia Network Study. The report concluded that an offshore or underground alternative, including using High Voltage Direct Current (HVDC) cables, would be much more expensive, have unique environmental impacts, and present engineering challenges. The ESO Study also confirms that an underground HVDC option or offshore connection wouldn't be deliverable until at least 2034. This would not meet our licence obligations to provide capacity at the dates formally agreed in contracts with energy generators (or customers). Contract dates are set out by ESO, and we are required to deliver this connection by 2030. The ESO Study is also clear that waiting until 2034 to deliver infrastructure is at least £1 bn worse for consumers, due to additional constraint costs.				
9-2.347	Criticism of meetings held with landowners	All affected landowners were offered a meeting with Fisher German as part of the statutory consultation for the Project. At these meetings information / plans were shown to landowners, and the opportunity was given to provide feedback / change requests to be assessed by the Project team. Landowners were offered the opportunity to meet with Fisher German ahead of the general public consultation which allowed landowners the further opportunity to attend a consultation event and speak with other Project disciplines i.e. engineering, environmental and consents.	X		X	

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9-2.348	Suggest that National Grid organise exclusive technical challenges and open discussions	During our statutory consultation, National Grid held 14 public information events where members of the public could ask our Project team questions. We also had all of our Project material available at these events, including technical documents and maps. These documents remain available on our Project website, and we have dedicated communication channels that are open to the public should they have any questions about our proposals.			X	
9-2.349	Suggest that a joined up electricity strategy for the whole of Great Britain is developed	National Policy Statement for Electricity Infrastructure Networks (EN-5) (DESNZ, 2024) emphasises the importance of strategic co-ordination – Paragraph 2.12.4 states 'it is important that the network planning for offshore transmission is much more closely coordinate with the planning and development of the onshore transmission network than previously'. Paragraph 2.12.5 goes on to state 'offshore-onshore transmission co-ordination work is undertaken through a process of ongoing reform with the key outcomes including the Holistic Network Design (HND) and its subsequent follow up exercises for offshore-onshore transmission and subsequent strategic network planning exercises such as the Centralised Strategic Network Plan (CSNP) led by National Grid Electricity System and/or the Future Systems (once established)'. The UK, Scottish and Welsh Governments have jointly commissioned the National Energy System Operator	X		X	

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		(NESO) to produce a Strategic Spatial Energy Plan (SSEP) for Great Britain. This more strategic approach to planning will help accelerate the Government's clean energy superpower mission. The Project has been subject to strategic network exercises such as the Holistic Network Design and therefore has been subject to strategic network planning. National Grid is also engaged in the SSEP and CSNP exercises where potential interactions with existing Projects will need to be understood. NESO's Clean Power 2030 report identifies the need for the Project to be delivered by 2030. National Grid has in conjunction with NESO undertaken the necessary exercises/studies and its now important the Project makes progress at pace to ensure NESO's ambition for Clean Power 2030 is realised.				
9-2.350	Suggest that all of National Grid's alignments are drawn up by independent parties who look at all sides and carry out site visits to cover the entire proposed alignments	To reach an alignment, National Grid undertakes a phased options appraisal process. This staged approach, whereby the options are consulted upon and then narrowed down through consultation gives a structured approach to project optioneering to reach a defined alignment. This is a tried and tested approach which takes into consideration feedback from non-statutory and statutory consultation. National Grid is always looking for continuous improvements – the comments provided are noted but there is no mandatory requirement for this to be carried out by independent parties.			X	

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9-2.351	Criticism of multiple communications received from National Grid	During National Grid's statutory consultation, we wrote to properties within 1 km of the proposed alignment to keep them informed about our proposals. We are aware that some properties received several of the same document, this happened where we had multiple residents listed at a property and so each resident would have received a copy of the consultation information. Throughout consultation, we had communication channels available so that people could request to be taken off our mailing lists.			X	
9-2.352	Criticism that National Grid included the wrong date in their email notifying consultees that the consultation had been extended (e.g. the email stated 28th / 29th June instead of the 26 July)	National Grid is aware that in our June Project Update we incorrectly stated the end of consultation as the 29 June. We issued a corrected Project Update to the same contacts with the date updated to the 26 July the following day.			X	
9-2.353	Criticism that Norwich to Tilbury, 5 Estuaries, North Fall and Tarchon are being consulted on separately, despite their large cumulative impact	National Policy Statement for Electricity Infrastructure Networks (EN-5) (DESNZ, 2024) says the government does envisage that, wherever reasonably possible, applications for new generating stations and their related infrastructure should be contained in a single application to the Secretary of State. However, EN-5 also states that a consolidated approach of this kind may not always be possible, nor represent the most efficient strategy for delivery of new infrastructure (paragraph 2.7.2). Separate development consent applications cannot be consulted upon together because each development consent application is considered an independent			X	

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		project under the Planning Act 2008, with distinct legal, procedural and statutory requirements. The law requires that each project is assessed individually to ensure compliance with the relevant regulations and to allow for a clear, fair and transparent consultation process. While consultations cannot be combined, cumulative impacts of separate development consent projects in the same area must still be assessed. This means each development consent application must evaluate how its project interacts with others in terms of environmental, social and economic effects. The Planning Inspectorate considers cumulative impacts as part of each project's examination but does so within the framework of the individual development consent.				
9-2.354	Criticism that letter was sent to the wrong person / Criticism that letter was sent to someone who is deceased	As part of the statutory consultation, National Grid sent out letters to all parties that were considered to have an interest in a potentially affected piece of land. In order to do this, land referencing was carried out and information acquired from the HM Land Registry and land interest questionnaires sent out. Unfortunately, land registry data is not always up to date / correct and where we have not received a response to a land interest questionnaire, this can sometimes result in correspondence being addressed incorrectly.			X	
9-2.355	Suggest that the postcode question should have had a drop down list, instead of a freeform address box	Due to the large number of respondents and addresses contacted during the consultation, a freeform address box was included in the online feedback questionnaire			X	

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		as well as the hard copy version. A drop-down list of all post codes along the route would be difficult for users to navigate and a freeform address box also allowed wider participation in the consultation from those interested and impacted who do not have a postcode on the list.				
9-2.356	Suggest that National Grid should wait until the result the Electricity Distribution Network Study from the National Infrastructure Commission is available (due in early 2025)	National Grid has remained open-minded to considering any new external studies that are appropriate and relevant. However, there is a need to continue progressing with the Project to meet planned customer connection requirements and therefore we cannot simply wait until further studies emerge. Furthermore, the Project will reinforce the region's electricity transmission network. Therefore, this specific study on electricity distribution (not transmission) is not considered relevant to the Project.	X			
9-2.357	Criticism that National Grid have taken the view that the Project is required by assuming that the power from the wind farms is already transported to Norwich, when the reality is that it is not	New connections for new offshore wind and nuclear power generation projects and for interconnectors into East Anglia are expected to continue in addition to the current contracted position. These new connections are being constructed or are expected to connect into substations at Necton, Norwich Main, Bramford, Friston and Sizewell. Additionally, agreements are in place with two offshore wind farm projects and an interconnector based on their connections into a new East Anglia Connection Node (EACN) substation. National Grid has a duty to facilitate new connections and maintain a safe National Electricity Transmission System (NETS) and	X		X	

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		has considered the capability of the existing network to support such connections. East Anglia's 400 kV electricity transmission network was built in the 1960s. It was built to supply regional demand, centred around Norwich and Ipswich. With the growth in new energy generation from offshore wind, nuclear power and interconnection with other countries, there will be more electricity connected in East Anglia than the network can currently accommodate. As a result, and to comply with its duties, National Grid needs to reinforce the electricity network to allow power to be imported to and exported from East Anglia. The reinforcement would provide additional capability to connect to areas of demand, allowing power flows cross boundaries, and linking into interconnectors to and from Europe.				
9-2.358	Request for this Statutory consultation for the Project to be extended from the 4 July 2024 (e.g. due to the general election)	On the 5 June 2024, we announced an extension to our statutory consultation until the 26 July to allow the public, their representatives, and stakeholders additional time to provide feedback on our proposals after the General Election on 4 July.		X	X	
9-2.359	Suggest that the Centralised Strategic Network Plan (CSNP) must frontload more rigorous environmental assessments (SEA) to provide a more holistic analysis of onshore and offshore options / Suggest that the CSNP must be opened up to inputs from wider environmental and community stakeholders to	The Centralised Strategic Network Plan (CSNP) will be developed by the National Energy System Operator (NESO). NESO can provide a link showing how communities can get involved in the National Planning Review (NPR) of which the CSNP is a part via the following email box.NPR@nationalenergyso.com.	X		X	

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	provide better balancing of environmental and community constraints					
9-2.360	Criticism that the new ESO East Anglian network study reveals that the 'early opportunities' (OCSS) scheme (landing offshore wind power via Sea Link at Friston in Suffolk rather than Tendring in Essex) is unlikely to meaningfully reduce local environmental and amenity impacts unless wider offshore or undergrounding solutions are employed	In September 2024 the Secretary of State for Energy Security and Net Zero decided not to grant further funding to the Offshore Coordination Support Scheme (OCSS) consortium. The feasibility study submitted by the consortium in March 2024 identified that feasibility is technically achievable, however, it also identified: - An increase in capital costs of up to £890m; - Constraint costs associated with an outage on Sea Link of over £500m; and - A programme delay for North Falls and Five Estuaries of up to five years. The consortium supported the Secretary of State's decision and won't be pursuing a coordinated offshore connection.			X	
9-2.361	Criticism that the consultation should have started earlier	The statutory consultation started on the 10 April and ran for 15 weeks until the 26 July. National Grid started the consultation in April so that we had enough time after the 2023 non-statutory consultation to consider the feedback we received, make any changes to the Project, and produce the documents needed to support a statutory consultation. The timing and duration of the statutory consultation is consistent with the regulations			X	

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		placed on us, which states that statutory consultation must last for a minimum of 28 days.				
9-2.362	Suggest that National Grid start a new national conversation about energy infrastructure, place-making and the role of planning for net zero (e.g. to address the short-term changes required to green the 'Great Grid Upgrade' in East Anglia)	The Great Grid Upgrade comprises 17 major infrastructure projects that will both scale up the grid and update our existing networks. There is also a national campaign for the Great Grid Upgrade as it will help the UK switch to clean energy and make sure our electricity network is fit for the future; carrying more clean, secure energy from where it's generated to where you need it. National Grid has provided sufficient information on the background behind the Project and its wider relevance to the Great Grid Upgrade as context throughout the non-statutory and statutory consultations. This is despite there being no actual policy requirement for the applicant to start a new national conversation about energy infrastructure, place-making and the role of planning for net zero.			X	
9-2.363	Criticism that decisions to date are being made at times based on inconsistent quality of data (e.g. Google Maps used for identifying species) and therefore contradicting a claim to be entirely evidence-based (criticism made in relation to the Preliminary Environmental Information Report (PEIR))	The Preliminary Environmental Information Report (PEIR) was a preliminary document and reflected the Project proposals at the time of statutory consultation. Baseline data within the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) is based on a number of different sources including desk-based data, supplemented with survey results where applicable. The Project obtained high level imagery, which was used to support the identification of habitats, along with Google Earth, however other data			X	

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		sources were also used. A range of ecological surveys have been conducted along the route of the Project, where access has been granted, in order to ground truth data, and to ensure a robust understanding of the habitat types and conditions present.				
9-2.364	Criticism that there are notable omissions in significant impacts on the physical, chemical and biological aspects of the environment, such as the presence of acid sulphate soils (criticism made in relation to the Preliminary Environmental Information Report (PEIR)) / Concern about impact of the Project on acid sulphate soils, and criticism that analysis by National Grid with regard to acid sulphate soils has been inadequate	The Preliminary Environmental Information Report (PEIR) was a preliminary document and reflected the Project proposals at the time of the statutory consultation. Detailed Agricultural Land Classification (ALC) surveys have been undertaken to understand the detail of soil characteristics across the Project. Where acid sulphate soils were predicted to be present samples were taken to test for acid generating potential. This work is reported in full in Chapter 6: Agriculture and Soils of the Environmental Statement (ES) (Document Reference 6.6). As such, the layering of available soil mapping with detailed survey reporting provides clarification on whether acid sulphate soils are present across the Project.			X	
9-2.365	Criticism that National Grid make numerous tenuous assumptions needing further clarification and justification, such as that biodiversity impacts are of local concern only, whilst ignoring the IUCN red list of threatened species (criticism made in relation to the Preliminary Environmental Information) Report PEIR))	A comprehensive survey effort for a range of protected species was completed over the 2023 – 2025 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and potential impacts. The value of an ecological feature is based on Chartered Institute of Ecology and Environmental Management (CIEEM)			X	

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		Guidelines for Ecological Impact Assessment (EcIA), the leading professional body for ecologists, which uses the species type and its population size in relation to its geographical context to provide an overall ecological value for an ecological receptor.				
9-2.366	Criticism that National Grid has assumed a lack of direct impacts to particular sites, and made over-optimistic assumptions regarding distance decay of several threats (and apparent omission of others) from development and operations (criticism made in relation to the Preliminary Environmental Information Report (PEIR))	A detailed impact assessment on all international, national and local designated sites has been undertaken and results included within Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) and for international sites further detail is presented within the Habitats Regulations Assessment Report (document reference 5.3). This assessment on designated sites has taken into account direct impacts, as well as potential indirect impacts (such a hydrological and/or air quality potential impacts) and potential disturbance impacts Assessments have been made in line with guidelines and based on a reasonable worst-case basis in terms of construction impacts. Consultation on the potential impacts associated with national and international sites has been discussed and agreed with Natural England.			X	
9-2.367	Criticism that there is a lack of application of the mitigation hierarchy (criticism made in relation to the Preliminary Environmental Information Report (PEIR)) / Suggest that the avoidance-mitigation-	The environmental mitigation hierarchy (avoid, prevent, reduce, offset (if possible)) has been applied by the Project team throughout the iterative design process. Where effects could not reasonably be avoided or prevented, then the Project is committed to providing		X	X	

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	compensation hierarchy should be followed for the Project (e.g. to mitigate impact on habitats)	mitigation measures (embedded, standard or additional mitigation) to reduce effects where practicable. Details of embedded mitigation have been included within Chapter 4: Project Description of the Environmental Statement (ES) (document reference 6.4), which are measures intrinsic to the design, such as careful routeing of the Project to avoid receptors where possible, such as ancient woodlands. Standard mitigation measures have been reported within the Outline Code of Construction Practice (CoCP) (document reference 7.2). These are measures to be implemented throughout the construction phase of the Project. Additional mitigation measures are those over and above the previous measures aimed to further reduce effects. Any additional mitigation measure being proposed as part of the Project is included within the ES.				
9-2.368	Criticism that there is a lack of evidence regarding capacity to deliver sustained biodiversity net gain (criticism made in relation to the Preliminary Environmental Information Report (PEIR)) / Criticism that there is not enough information on how National Grid will meet 10% biodiversity net gain (e.g. to meet the requirements outlined in Schedule 7a of the Town and Country Planning Act 1990) / Suggest that further information is needed on plans for biodiversity net gain for the Project / Suggest that a biodiversity gain statement, statutory metric and condition assessments should be provided for the Project	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments, which is not yet in force and not expected to become mandatory until Nov 2025. However National Grid has committed to delivering Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. The biodiversity mitigation hierarchy has been adhered to throughout the design of the BNG approach and the		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		approach has been agreed with Natural England and the Local Authorities. National Grid are committed to delivering 10% BNG as part of the Project. Full details of the BNG approach and mitigation solution are provided within the Biodiversity Net Gain Report (document reference 7.1).				
9-2.369	Criticism that National Grid have failed to present worst-case effect assumptions in line with national policy statement EN-1's requirement (criticism made in relation to 4.3.12 within the PEIR)	Advice Note 9: The Rochdale Envelope (Planning Inspectorate, 2018) provides guidance regarding the degree of flexibility that may be considered appropriate within an application for development consent under the Planning Act 2008. The advice note acknowledges that there may be parameters of a project's design that are not yet fixed and, therefore, it may be necessary for the Environment Statement (ES) (document reference Volume 6: Environmental Statement) to assess likely worst-case variations to ensure that the likely significant environmental effects of the Project have been assessed. Within the Preliminary Environmental Information Report (PEIR), the description of the Project reflected what was known at the time of statutory consultation. All assessment work undertaken as part of the PEIR applied a precautionary principle, in that where limited information was available (in terms of the proposals for the Project and baseline information), a realistic worst-case was assessed. The final assessment, including an assessment of the worst-case scenario, is presented within the ES			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference: Volume 6: Environmental Statement) submitted with the Development Consent Order (DCO) application. The ES assessment is based on the description of the design, construction, operation (and maintenance) of the Project presented in ES Chapter 4: Project Description (document reference 6.4). The ES presents the likely significant effects that would result if the Project was implemented, and any proposed mitigation to avoid or reduce those significant effects to a non-significant level (where possible). The ES submitted with the application for development consent, will be taken into account by the decision-making body when determining consent.				
9-2.370	Criticism that Environmental Impact Surveys have not been undertaken as the Project is routed through flood plains, areas of high flood risk, and ancient woodland	A suite of surveys and desk studies have been undertaken to inform the assessments presented in the Environmental Statement (ES). Further details are presented in ES Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6) for ancient woodland, and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) for flood risk and floodplains. An Ancient Woodland and Veteran Tree Strategy (Appendix B of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4)) has been prepared to support the application for development consent. The Strategy aims to outline the principal measures that are required to help avoid,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		minimise, and compensate for the potential ecological effects of the Project on ancient woodland and veteran trees, during and post construction, as per the mitigation hierarchy. National Grid has also prepared a detailed Flood Risk Assessment (FRA) (document reference 7.9). The FRA assesses flood risk to and arising from the Project. A range of data sources have been used, and National Grid has engaged with key flood risk management authorities in order to shape and agree any flood risk management and mitigation measures necessary to build flood resilience into the Project design and to prevent increases in flood risk off site.				
9-2.371	Suggest that the Environmental Impact Surveys are undertaken for the Project and consulted on	A wide variety of environmental surveys have been undertaken as part of the Project. The scope and methodologies for surveys have been discussed and agreed with relevant stakeholders. Results of these surveys have been used to help inform the iterative design development. Full results and impact assessments conducted as a result of these surveys are included within the Environmental Statement (ES) (document reference Volume 6: Environmental Statement).	X		X	
9-2.372	Criticism that National Grid have not considered Andy Hirons' independent review (e.g. which demonstrates that the Project isn't needed until	National Grid welcomed the Andy Hiorns' Report and produced a full response to the report which is published on the Project website. As set out in the response, the economic analysis in the Electricity System Operator	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	2034) / Suggest that the Project is placed on hold until alternatives are fully considered	(ESO) Study clearly shows that Option 3 – the current Norwich to Tilbury project with the addition of a new Friston to EACN substation line – would be the economically optimal solution if Offshore Coordination Support Scheme (OCSS) funded coordination between Sea Link and the two offshore wind farms progresses. This is the case in the event of delay up to as late as 2033, across a range of generation and demand scenarios and if capex or constraint costs are reduced or increased. The delay sensitivity demonstrates that any of the options, if assumed to be delivered in 2034, would result in at least £962 m additional costs to consumers relative to delivering Option 3 in 2030. Alternating Current (AC) overhead line options are also more adaptable to varying future scenarios than High Voltage Direct Current (HVDC) cable options.				
9-2.373	Criticism that T-Pylons have been deemed unsuitable for the Project, yet they are used in the South-West / Request clarity on this	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report (available on the Project website)) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		not engaged. On this basis T pylons are not proposed for the Project.				
9-2.374	Suggest that National Grid increase the area by which residents are engaged within / Criticism that respondent didn't get information on the Project, but are only just over a mile from the planned works	During the statutory consultation period, National Grid engaged with properties within 1 km of the proposed route as part of our Primary Consultation Zone (PCZ). This included sending Project specific information to the properties and sharing information about how to engage with the project and leave feedback. We advertised our consultation within a wider Secondary Consultation Zone (SCZ) which extended to 4 km on either side of the proposed alignment. This is consistent with the requirements placed on us.			X	
9-2.375	Criticism that respondent has been charged to receive mail from National Grid	During the statutory consultation, National Grid had a limited issue with the delivery of some of our landowner materials where some members of the public were charged £5 to collect their information pack. We worked with our Lands Team to address this issue and contacted those affected directly to reimburse them for the payment and for their time.			X	
9-2.376	Criticism that National Grid has not waited for the outcomes and recommendations of the Offshore Co-ordination Support Scheme (OCSS) before proceeding with the Project / Suggest that National Grid should wait for the outcome of the high-level study into the feasibility of coordinated options for	At the time of the statutory consultation, National Grid was awaiting the Government's decision on the outcome of the first phase of this Offshore Coordination Support Scheme (OCSS). To ensure we remained compliant with our legal obligations to connect customers and were aligned with the OCSS guidance, we continued to progress the	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	offshore transmission infrastructure by the OCSS before proceeding with the Project	development of the existing East Anglian network projects, including Norwich to Tilbury while awaiting the outcome of the OCSS. In September 2024 the Secretary of State for Energy Security and Net Zero decided not to grant further funding to the consortium. The consortium supported the Secretary of State's decision and will not be pursuing a coordinated offshore connection.				
9-2.377	Criticism that the Project contradicts with National Grid's commitment declared in the Responsible Business Charter 2020 to supply energy in an equitable and affordable manner and their obligatory duty to develop and maintain an efficient, well-coordinated, and cost- effective network (e.g. by not thoroughly assessing the feasibility and costs associated with an integrated offshore approach)	National Grid rejects the notion that the Project contradicts with our commitment to the Responsible Business Charter. National Grid thoroughly accessed the scope, feasibility, and costs of alternatives and published this in our Strategic Options Backcheck Report (SOBR) which is available on the Project website and the subsequent 2025 SOBR (document reference 7.17). We need to consider National Policy Statement (NPS) EN-5 which covers the development of new energy infrastructure. This policy concludes that, in most cases, the Government expects that new overhead lines would be appropriate and should be used as standard to reinforce the grid. National Grid carefully consider the most feasible options and present proposals for public consultation. In doing this, we must consider impacts on local communities and the environment and deliver value for electricity consumers.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We have assessed an equivalent offshore option and to deliver the same capacity as the overhead line, we would need to build three subsea cables and associated onshore infrastructure. This would mean significant extra cost to consumers, and that would not meet the requirements placed on us. In addition to cost, there are a range of environmental factors and other onshore and offshore impacts which need to be considered in this option. Taking all these considerations into account, we have concluded that an onshore connection is the most appropriate solution.				
9-2.378	Criticism of the Strategic Options Backcheck and Review (June 2023) document / Criticism of backchecking for the Project (e.g. has not made a difference / all backchecking has been an exercise in post-justification / backchecking has been used to justify the original decision)	All the documents National Grid produced for the 2023 non-statutory and statutory consultation were informed by assessments and surveys. The 2025 Strategic Options Backcheck and Review (document reference 7.17) set out how we considered alternatives and why we progressed with the overhead line option for Norwich to Tilbury. These documents were available during our targeted consultations, including at our public information events and bookable sessions, and remain available on the Project website. We also had a freepost, email and freephone number where people could get in touch if they had any questions about the more technical documents.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.379	Criticism that the coverage of ecologists' visits for ecological surveys undertaken as part of the Project was insufficient (e.g. crucial and ecologically diverse areas have been overlooked)	A range of protected species and other ecological surveys have been undertaken across the Order Limits and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1 - 6.8.A16) of the Environmental Statement (ES). While the whole Order Limits have been surveyed for habitats, ground level tree assessment for bats and badgers, other protected species surveys have been targeted at key locations where potential impact pathways have been identified. For a Project in excess of 180 km, surveys have to be efficient, in line with best practice and target the areas of impact. Survey methodology, including survey areas, have been discussed in advance with Natural England and Local Planning Authorities. Full details on surveys can be found within Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1 - 6.8.A16) of the Environmental Statement (ES).			X	
9-2.380	Concern that design choices for the Project are based on insufficient and inadequate survey data / Concern that surveys are being conducted merely as a tick box exercise, leading to the potential for the final design to overlook and adversely affect aspects that remained unidentified during the survey process	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. Results of the surveys have been used to help inform the iterative design development. Full results and impact assessments conducted as a result of these surveys are included within the ES (document reference Volume 6: Environmental Statement). The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that will be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		environment, including commitments to undertake further surveys.				
9-2.381	Suggest that the consultation process is restarted (e.g. to address the issues raised by Lord Banner KC)	Before the statutory consultation, National Grid consulted on a Statement of Community Consultation (SoCC) with potentially affected local authorities along the proposed route. This is a requirement under Section 47 of the Planning Act 2008 for a Nationally Significant Infrastructure Project (NSIP), such as this Project. It set out how we intended to consult communities living in the vicinity of the project. Where practicable, we amended our strategy based on feedback from local authorities, and the SoCC was published at consultation launch on the Project website. As outlined by the Gunning Principles, our four principles of consultation include that consultation must be held at a point where proposals are in the formative stage; there is sufficient information for intelligent consideration; there is adequate time for response; consideration is given to consultation responses before a decision is made. We have followed these steps in line with national planning policy. During the consultation period, we contacted the residents in the consultation zone; an area of 1 km on each side of the proposed corridor. We also wrote to the parish councils in the affected area and held 14 face to face events and six webinars as part of this consultation. We have held four stages of consultation in total, giving communities and stakeholders opportunities to feedback	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and different stages of the design process, and to see the updates we have made before an application is submitted. The first public consultation took place in early 2022, and we held the latest stage of targeted consultations in early 2025.				
9-2.382	Suggest that the Project should only go ahead if there is public support for it	National Grid is committed to taking into account community feedback on its proposals. In line with processes and guidance from the Planning Act 2008 and National Policy Statements (NPS), stakeholders and the public are consulted during the proposed project's evolution allowing for feedback to have influence in the development of the location, design and mitigation proposals of our projects. However, all our projects are developed in response to the current and expected demand on the network, which will increase in order to reach net zero. As part of our transmission licence to operate (as regulated by the Office of Gas and Electricity Markets (Ofgem)), National Grid and National Energy System Operator (NESO) must offer a connection to developers wanting to connect new sources of electricity generation to the national transmission system. At the point of making this offer, the exact point of connection will not be known or specified but is an important part of the work of National Grid. While the nature of new infrastructure means it cannot be without impact, our transmission licence requires National Grid to be efficient, coordinated, and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		economical when formulating proposals while also considering the effect on the environment.				
9-2.383	Three independent reports since 2011 have shown that integration offshore reduces overall infrastructure (by as much as 50% according to ESO) and reduces overall costs (e.g. the NG ESO 20209, Integrated Offshore Transmission Project IOTP 201510, and Offshore Transmission Coordination Project Conclusions Report (OFTNS) 2011/1211)	There is no fully offshore solution to connect offshore wind to the grid and National Grid has to bring the power onshore to connect to the system, so that energy can reach demand centres across the south-east, south-west and midlands of England. Our job is to carefully consider the most feasible options and present proposals for public consultation. In doing this, we must consider impacts on local communities and the environment and deliver value for electricity consumers. We have assessed an equivalent offshore option and to deliver the same capacity as the overhead line, we would need to build three subsea cables and associated onshore infrastructure. This would mean significant extra cost to consumers, and that would not meet the requirements placed on us. In addition to cost, there are a range of environmental factors and other onshore and offshore impacts which need to be considered in this option. Taking all these considerations into account, we have concluded that an onshore connection is the most appropriate solution.			X	
9-2.384	Criticism that 37,000 people have filled in a petition against the Project, but National Grid are looking to proceed	All our projects are developed in response to the current and expected demand on the network, which will increase in order to reach net zero. As part of our Ofgem license to operate, NGET and NESO must offer a connection to developers wanting to connect new			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		sources of electricity generation to the national transmission system. While the nature of new infrastructure means it cannot be without impact, our transmission licence requires National Grid to be efficient, co-ordinated, and economical when formulating proposals while also considering the effect on the environment. National Grid has held five rounds of consultation which offered the opportunity to provide feedback on our proposals as they developed. This included two non-statutory consultations in 2022 and 2023, a statutory consultation in 2024, a series of targeted consultations and a landowner consultation in 2025. All feedback provided during these consultations has been considered by the Project team.				
9-2.385	Request for National Grid to be transparent about where the power is actually required	There is a need to reinforce the existing high voltage electricity network in the East Anglia region. It does not currently have the capability needed to transport reliably and securely the electricity that will be generated and connected to the electricity transmission network by 2030, while working to the required standards. The Project would benefit the UK as a whole, including local communities, by enabling the connection of new sources of renewable energy and by contributing to our energy security in the future, helping the country to achieve the Government's Net Zero target and ensuring that National Grid meets future power demands.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.386	Criticism of interactive website as difficult to navigate and / or access	Throughout its consultation process, National Grid looked at how to optimise the user experience and make the website easy to navigate. Wherever possible we looked to signpost how to submit feedback and find information. Where people had issues, we encouraged them to contact us directly via our hotline number, email, Freepost or at one of our events.	X		X	
9-2.387	Suggest that there should be consultation on the method of transmission (i.e. rather than on the route of the Project)	National Grid has considered a wide range of alternative means for the Project and set these out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website), published in support of the 2022 non-statutory consultation, and the 2023 and 2024 Strategic Options Backcheck and Review (SOBR), (available on the Project website) and the 2025 SOBR (document reference 7.17). We have also considered feedback relating to suggested alternatives and set out responses within the 2022 and 2023 Non-Statutory Consultation Feedback Report's and elsewhere within this report. Our job is to carefully consider the most feasible options and present proposals for public consultation. National Grid cannot present an alternative for consultation that would not meet the requirements placed on us by the government and our regulator Ofgem.			X	
9-2.388	Criticism that there are procedural and methodological errors in National Grid's approach to	The scope of the Environmental Impact Assessment (EIA) was agreed through the EIA Scoping Report (document reference 6.19) which was submitted to the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	landscape, heritage and archaeology, soils and the environment in relation to the Project	Planning Inspectorate in November 2022 and Scoping Opinion (document reference 6.20) received from the Planning Inspectorate in December 2022. The Environmental Statement (ES) follows standard methodology for assessing the environmental effects of the Project. If the Development Consent Order (DCO) application is accepted by the Planning Inspectorate for examination, the ES will be scrutinised by the Examining Authority on behalf of the Secretary of State. The information presented within the ES will be a key consideration in deciding whether to consent the Project or not.				
9-2.389	Criticism that National Grid are not going to comply / have not complied with agreement / licence signed by respondent to receive copies of surveys undertaken (including criticism that National Grid have therefore breached their licence under clauses 6 and 7 of the licence agreement) / Criticism that respondent did not receive survey results within 30 days	National Grid looks to voluntarily agree access to land through licence agreements. These agreements are signed by both parties and clearly state the conditions on which access has been granted. Should either party not comply with these conditions the licence agreement can be terminated or a third party dispute resolution sought. National Grid can provide survey results to relevant landowners once the information has been received from their appointed suppliers in a suitable format. National Grid has made survey data and reports available to the public through the Environmental Statement (ES), as part of the Development Consent Order (DCO) application.			X	

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9-2.390	Criticism of submission process for questionnaires (e.g. two stage process / need to confirm submission)	Online questionnaires were submitted if the user clicked 'submit' on the online form. The system that National Grid used also sends people a copy of their feedback for their records. It wasn't necessary to confirm submission using the link in the email. All the feedback submitted through an online form was recorded and considered, regardless of whether the submission was later confirmed.			X	
9-2.391	Criticism that young people were not targeted or reached for consultation / Concern that participation in the consultation was skewed towards older people (e.g. retired) against younger / working people	During statutory consultation National Grid reached out to young people in a variety of ways, including two university pop-up events, a youth-focussed webinar, and emails sent to youth groups and schools along the proposed route. We had direct engagement from these groups which was considered as feedback.			X	
9-2.392	Criticism that the Project is contrary to the government's levelling up policy / Section 245 of the Levelling-up and Regeneration Act 2023	Section 245 (Protected Landscapes) of the Levelling-up and Regeneration Act 2023 (LURA) places a duty on 'relevant authorities', which in this context includes National Grid as a statutory undertaker, to seek to further the statutory purposes of protected landscapes (referred to as the 'seek to further' duty). In relation to National Landscapes (which includes the Dedham Vale National Landscape), this requirement has been incorporated into Section 85 of the Countryside and Rights of Way (CRoW) Act, which states: 'In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty'. The approach National Grid is taking to meet the 'seek to further' duty in relation to the Project has been detailed in National Landscapes - Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10). The document details how the National Landscape and 'seek to further' duty has been taken into consideration during Project development and highlights potential further measures. The overall approach has been, and continues to be, discussed with relevant stakeholders (which includes but is not limited to the Dedham Vale National Landscape and Stour Valley Partnership) and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes' (Defra, 2024). It is intended the finalised measures would be secured by an appropriate mechanism as part pursuant to the Development Consent Order (DCO) process.				
9-2.393	Concern that National Grid have already offered and signed contracts prior to the consultation and planning approval	As part of the Development Consent Order (DCO) and planning consent process, National Grid were required to sign certain contracts with suppliers around the design, consents, surveys arena who would gather information and provide intelligence which would feed into the overall DCO plan. At this stage no contracts have been let, nor can any contracts be let with regards			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to the detail design or construction activities as funding and planning consent has not been granted.				
9-2.394	Suggest further consultation with those directly impacted by the Project and suggest that this should take place earlier	National Grid has held several consultations for the Project; two non-statutory in 2022 and 2023, a statutory consultation in 2024 and then targeted consultations and a landowner consultation in 2025. At all of these, we have engaged directly with affected landowners, stakeholders, and local residents with an interest in the Project. We also held targeted consultations in key areas along the route where our proposals changed following the statutory consultation. In this we engaged directly with those most affected by the changes in alignment or access and took their feedback into account.			X	
9-2.395	Criticism of the King and Crown Estates (e.g. in relation to offshore wind farms; no contribution to alternatives)	This comment is noted. This is not a matter for National Grid.			X	
9-2.396	Concern that not everyone will have been able to access the consultation (e.g. those limited literacy or understanding) and suggest that an attempt should be made to identify people who may have difficulty accessing this consultation so that they can be contacted personally for their views	Throughout our consultation, we have tried to engage with all demographics along the Project. This has included making direct contact with community groups representing those who may find it more difficult to engage with our proposals. At the start of consultation, we emailed these groups to inform them of our proposals and share guidance for how they could find more information.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		In our Statement of Community Consultation (SoCC), we also set out that all of our documents could be made available in accessible formats, such as different languages, braille, or large print on request.				
9-2.397	Criticism that National Grid has not provided details on how they intend to connect up to the three other substations proposed to be built by Five Estuaries, North Falls and Tarchon	The connections from the customers (North Falls, Five Estuaries and Tarchon) into the National Grid substation would be determined and submitted as part of their planning and Development Consent Order (DCO) applications. As these works would not be part of the Project, we are not responsible for gaining consent, but we do have a duty and requirement to work with the customers and to coordinate our works which we will continue to do through this process.			X	
9-2.398	Criticism that the Project is contrary to the Countryside and Rights of Way Act (2000) (e.g. Section 85)	Section 245 (Protected Landscapes) of the Levelling-up and Regeneration Act 2023 (LURA) places a duty on 'relevant authorities', which in this context includes National Grid as a statutory undertaker, to seek to further the statutory purposes of protected landscapes (referred to as the 'seek to further' duty). In relation to National Landscapes (which includes the Dedham Vale National Landscape), this requirement has been incorporated into Section 85 of the Countryside and Rights of Way (CRoW) Act, which states: 'In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved Welsh authority must seek to further the	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty'. The approach National Grid is taking to meet the 'seek to further' duty in relation to the Project has been detailed in National Landscapes - Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10). The document details how the National Landscape and 'seek to further' duty has been taken into consideration during Project development and highlights potential further measures. The overall approach has been, and continues to be, discussed with relevant stakeholders (which includes but is not limited to the Dedham Vale National Landscape and Stour Valley Partnership) and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes' (Defra, 2024). It is intended the finalised measures would be secured by an appropriate mechanism as part pursuant to the Development Consent Order (DCO) process.				
9-2.399	Criticism that although alternatives have been presented in the Strategic Options Lookback Review, these have not been consulted upon	Throughout our planning and siting we considered a variety of alternatives, including an offshore and undersea grid. The option that we have chosen to pursue is the one which we consider will best meet our statutory duties. Our decision to pursue an overhead line was informed by a balancing of costs with effectiveness and various other factors. We have published the work done to date and have set out the details of our	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		evaluation of alternative routes and sites. This approach is compliant with our statutory duties and aligns with national policy guidance.				
9-2.400	Criticism that the findings of the Policy and Legislative Barriers to Consenting Offshore Wind report (May 2024) have not been considered	The Policy and Legislative Barriers to Consenting Offshore Wind Report (May 2024) highlights the absence of a "strategic approach" in respect of the planning and delivery of the electricity grid and the process by which projects are connected to the grid. The findings from this report are a matter for the Government to decide. It is noted that the report acknowledges the development of a Strategic Spatial Energy Plan (SSEP) by the National Energy System Operator (NESO), launched earlier in 2024 – this has the potential to deliver on the report's recommendations, alongside central co-ordination by governments across the UK. In October 2024, NESO was commissioned by the UK, Scottish and Welsh governments to develop a National Strategic Spatial Energy Plan (SSEP). It is unlikely the SSEP would come into effect in time for the Project. National Grid notes that a more strategic approach to network planning is set out in the National Policy Statement EN-5 (2024).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.401	Suggest that consultation should be independently verified / Criticism that the consultation was not carried out by an independent body	After receiving the application, the Planning Inspectorate has 28 days to accept it and decide if it can proceed to the examination stage. If the application is accepted, the Planning Inspectorate will appoint what is called an 'Examining Authority' to independently review and examine our application, including encouraging the submission of views from communities and other interested parties. Ultimately, the decision will be made by the Secretary of State who will review our documents and consultation process to determine if this was carried out adequately.			X	
9-2.402	Criticism that National Grid have not considered / provided information on the existence, location or details of 3rd Party Associated Developments that are associated with the Project (e.g. Hitachi Battery Storage development currently under construction at Swardeston, Norwich just off the A47/B1113)	All our projects are developed in response to the current and expected demand on the network, which will increase in order to reach net zero. As part of our Ofgem licence to operate, NGET and NESO must offer a connection to developers wanting to connect new sources of electricity generation to the national transmission system. At the point of making this offer, the exact point of connection will not be known or specified but is an important part of the work of National Grid. While the nature of new infrastructure means it cannot be without impact, our transmission licence requires National Grid to be efficient, coordinated, and economical when formulating proposals while also considering the effect on the environment. We are responsible for delivering the proposals for an overhead line between Norwich and Tilbury – along with many other projects across the country - to help meet			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		this demand and to connect the energy generated offshore into where it is vitally needed onshore. We need to develop new infrastructure because the existing transmission network in East Anglia lacks the capacity to manage the expected increase in offshore wind needing to connect to the network in the coming years and beyond. We consider all proposals in depth to ensure that any development is coordinated, efficient, and cost-effective.				
9-2.403	Criticism that not all areas greatly impacted by pylons have been noted in National Grid's documentation for cumulative impacts (e.g. the cumulative impact of the Project at Burstall will be significant, but this is not included in National Grids documentation)	A search of planning applications held on the relevant planning authorities' websites and the Planning Inspectorate's Programme of Projects has been undertaken for the long list of developments to be considered as part of the cumulative assessment. This list has been informed through early engagement with the relevant planning authorities. The long list and short list have been updated periodically through an ongoing planning search to consider any new planning applications or applications for development consent made since the undertaking of the initial scoping exercise. These applications have been taken into account in the EIA and have been reported in the Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). National Grid can confirm that Burstall area is covered in ES Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3) and ES Chapter 13: Landscape and Visual (document reference 6.13).			X	

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9-2.404	Concern that the submission portal for the online feedback questionnaire was unavailable on 25th July (collapsing at Question 23) and therefore could not be completed, and request that consultation should be extended as a result	National Grid is aware that there were some technical problems with the online feedback questionnaire, including on 25 July, and apologises for any inconvenience. Feedback could still be provided through the other channels, including by email. We also considered all feedback received in the two weeks following the consultation closing, in order to make allowances for technical issues and delays with post. National Grid continued to review and consider all late feedback that was received after the close of the 2024 statutory consultation (26 July 2024). This feedback is summarised in Section 9.8 of this report.			X	
9-2.405	Criticism that National Grid decided on the route for the Project via desk exercise / map data rather than on site / using locally researched and surveyed data / Criticism that there were not enough site visits to thoroughly assess the route for the Project	The respondent's assertion is incorrect. The development of the Project design has been in line with National Grid's approach to options appraisal. The approach combines information from existing data sources, investigative studies and surveys across a range of topics, site inspections and feedback from various consultation activities. The balance of activity changes between stages in the Project development stage but has combined information in an appropriate manner to develop an acceptable scheme.		X	X	
9-2.406	Suggest that the Tarchon Interconnector is discontinued as the work undertaken by the ESO and their partners demonstrates that The Tarchon Interconnector is against the National Interest and raises costs for UK bill payers by approximately £5 billion, however if it does proceed, then the viability	The Energy Market is a free market where applicants apply to connect to the transmission system. National Grid is obliged to connect any customer who applies for a connection to the National Energy System Operator (NESO). A robust holistic process to determine the best location for connection is followed to offer the customer			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	for the East Anglia Connection Node at Ardleigh for just the Tarchon Energy connection should be reviewed	connection. Both National Grid and NESO are required to offer all customers a connection without discrimination and it is for the connecting customer to fund their project independently.				
9-2.407	Criticism that respondent has requested access multiple times to the survey reports covering the surveys undertaken at their land, but these have not been provided by National Grid / Suggest that landowners and the public are given access to post survey reports (and any reports generated in the future)	The Preliminary Environmental Impact Report (PEIR) is a constituent part of the Statutory Consultation material. It was made available on 10th April 2024. The PEIR provided an understanding into National Grid's approach to conducting the EIA at the time of the statutory consultation in 2024. National Grid has made survey data and reports available to the public through the Environmental Statement, as part of the Development Consent Order application.			X	
9-2.408	Suggest that National Grid should agree to pay wayleaves over land which has been compulsory purchased	National Grid does not use Wayleaves when installing permanent equipment on land but instead uses easements. More information on agreement types and payments can be found in National Grid's Land Rights Strategy document, which is available on the Project website. These agreements and payments are used whether agreed voluntary or compulsory acquired.			X	
9-2.409	Criticism that reports that have published since the last consultation have not been considered by National Grid	National Grid has carefully considered relevant reports that have been published since 2023, responses to the ESO East Anglia Network Study and Hiorns report have been published on the Project website.			X	
9-2.410	Criticism that the Project does not meet the four Network Design Objectives (economic and efficient,	National Grid is following a robust process to develop the Project with decision making published in support of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	deliverable and operable, minimising environmental impact, minimising community impact)	our 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations and landowner consultation. The Environmental Impact Assessment (EIA), along with feedback received from the consultations, have informed the development of our proposals where we have to balance our duties to be economic and efficient with regard to community and environmental effects. We consider that we have submitted proposals for a project that finds an appropriate balance and meets the Network Design Objectives.				
9-2.411	Criticism that a complete offshore transmission network review as part of the Holistic Network Design has not been included and the commissioned report ignored	The National Energy System Operator (NESO) has produced a comprehensive cost breakdown of the onshore and offshore options. For further details refer to the report on East Anglia study | National Energy System Operator (neso.energy). This study assesses different ways to transfer electricity once it's landed from certain offshore windfarms off the coast of East Anglia to where it's needed. This was produced using the same metrics as set out within the Holistic Network Design, which includes: cost to consumers, deliverability and operability, impact on the environment and, impact on local communities. The study began on the 11 December 2023 and results were published on 12 March 2024. Alongside the report itself, NESO has published independent reports which have supported assessment by DNV and Jacobs.			X	

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9-2.412	Criticism that Ofgem (and associated Government bodies) and bodies such as the Citizens Advice Bureau, Age UK, Mind, Anglian Water are missing in the consultation, planning and debate	Throughout the Project, including at the launch of the consultations, National Grid contacted key stakeholders, companies, and community groups to ensure that we are engaging with as many people as possible. This included statutory undertakers, hard to reach community groups, and local community organisations, and included those listed in this report. On 10 April 2024 a consultation letter was sent to the Section 42(1)(a) consultees (see Appendix F of the Consultation Report). Along with the letter, consultees were also sent a copy of the project community newsletter and Section 48 notice.			X	
9-2.413	Criticism that National Grid are proposing sections of the Project	National Grid notes the respondent's feedback. The Project was split into sections due to the length and amount of information available. Having the Project information split into sections can assist members of the public and stakeholders in finding information relating to specific locations as well as providing feedback.			X	
9-2.414	Andy Hirons independent review shows that the Project is not needed until 2034, so National Grid should present alternative options for consultation (e.g. offshore and underground cables)	National Grid has carefully reviewed the Hirons Report and its appraisals, and we note that the report is a significant and independent study of our proposals. We welcome the report's support of the need for improvements to the transmission network and recognition that an offshore solution would result in significantly higher costs and provide lower capacity than the Norwich to Tilbury onshore proposals. However, we do not accept the report's conclusions around the timing of need for additional capacity being	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		closer to 2035 than 2030. National Grid is legally obliged (under our Transmission Owner Licence) to provide capacity at the dates formally agreed in contracts with energy generators (or customers). Contract dates are set out by ESO independent of National Grid. We have undertaken backchecks to ensure the capacity required in the contracts is consistent with our understanding of need (see our Strategic Options Backcheck Report 2024 for details). These backchecks also review the progress energy generators are making with planning consents for their projects.				
9-2.415	Criticism that webinars were rescheduled by National Grid and respondents were not informed	We rescheduled our public webinars following the extension of our statutory consultation to allow members of the public, and key stakeholders, additional time to engage with the proposals following the General Election in July. When we rescheduled the series of webinars, we sent an email to everyone who had signed up confirming their cancellation and sharing the new dates and links to register for these. We also made recordings of all our webinars available on our project website for those who were unable to attend.			X	
9-2.416	Criticism that no local businesses have been recorded or reported on in National Grid's documentation supporting the consultation	Local businesses have been identified and assessed in Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement (ES).	X			

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9-2.417	Criticism that information has only been sent to householders within 1km of the pylon line, when the visual impacts of the project are far wider	Under Section 47 of the Planning Act 2008, we have a duty to consult with the local community. At the start of consultation, we wrote to all properties within our Primary Consultation Zone (PCZ) which extended to 1 km either side of the alignment. The zone has changed since the last round of consultation as a result of feedback and environmental studies as well as the inclusion of information such as construction access, compounds, laydown areas and the traffic routes we propose to use during construction. This zone amounts to approximately 77,000 addresses. Where appropriate, the PCZ has been extended to include whole streets and postcodes rather than the 1 km boundary dissecting hamlets or neighbourhoods. The statutory consultation was advertised in local newspapers within a 4 km distance of the proposed alignment alongside wider social media advertising. We accepted feedback on our proposals from anyone, regardless of distance from the alignment.	X	X	X	
9-2.418	Criticism that National Grid have not consulted on pylon type, and have instead made their own subjective decisions not to pursue pylon types other than 50 m lattice towers	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the	X		X	

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		lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given it is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects				

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		from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-2.419	Concern that National Grid have only considered the use of underground cables where there are wealthier / more influential residents and landowners (e.g. only at Waveney Valley and Dedham Vale; contradicts with Levelling Up and equality)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at other locations proposed as overhead line would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Our proposals include underground cable within the Dedham Vale National Landscape and some other areas where National Policy Statements support undergrounding. Wherever undergrounding is being considered, we need to ensure we're carefully considering the local environment too. This includes looking at local habitats, heritage, and other factors such as watercourses and rivers in order to reduce impacts. The wealth of the area has not impacted our decisions on where we will underground cables.				
9-2.420	Criticism that National Grid have not considered the results of environmental surveys for the Project	A full suite of ecological surveys has been discussed and agreed with key stakeholders including Natural	X		X	

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		England and undertaken across the Project. The results of completed surveys have been taken into account when designing the Project and are presented within the Environmental Statement (document reference Volume 6: Environmental Statement).				
9-2.421	Suggest that National Grid should consider the Morocco power line in the long term planning for the Project	The plans to install a high-voltage undersea cable to carry renewable energy from Morocco to the UK include transporting electricity from solar and winds farms in the Guelmim-Oued Noun region of Morocco to the UK power grid in Devon, south-west England, via four subsea HVDC cables. This will also require converter stations and other associated infrastructure. This project is not being developed by National Grid. National Grid has considered a sea-based route for Norwich to Tilbury. This option was reviewed and can be seen in our Strategic Options Backcheck and Review. Due to the technology needed for a sea-based connection, our assessments show that an offshore, undersea connection which could provide the same capacity would be significantly more expensive than an onshore solution. It would also limit further connections for potential future wind energy. As a regulated business, we need to consider a range of factors in order to put forward the best possible solution and ensure good value for UK bill payers. We believe the current proposal provides this solution. We also need to progress our proposals in order to meet the Government's deadline to connect new sources of			X	

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		offshore wind to homes and businesses across the UK by 2030.				
9-2.422	Comment supportive of time available to consider proposals	National Grid notes the respondents feedback			X	
9-2.423	Criticism that National Grid have not considered Nick Winser's statement in his Electricity Network Commissioner's report, which states that undergrounding power lines causes more environmental damage	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due			X	

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		consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at other locations proposed as overhead line would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Our proposals include underground cable within the Dedham Vale National Landscape and some select other areas. Wherever undergrounding is being considered, we need to ensure we're carefully considering the local environment too. This includes looking at local habitats, heritage, and other factors such as watercourses and rivers in order to reduce impacts. We will continue to consider new evidence and studies as we develop our proposals, but we need to progress our proposals to make sure we're able to keep to the				

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		Government's deadline to connect new sources of offshore wind to homes and businesses across the UK by 2030.				
9-2.424	Concern that National Grid stated that their Subcontractors, once appointed, would decide how certain construction elements of the Project will be carried out, so concern that National Grid have little control of the construction process	National Grid under the Great Grid Upgrade Partnership works with a pre-approved set of suppliers who provide the technical equipment and system studies to labour suppliers and civil specialists who build the infrastructure. The design is done by National Grid to what we call Feed stage alongside one of the design partners. This takes into account all National Grid requirements. Once done, the detailed design and construction is with one or more of the supply chain partners who take the design through to detail design sign off. National Grid holds the Design Assurance role so throughout all the stages the design remains in National Grid control. Once in construction, National Grid appoints Project Managers to oversee / monitor the progress of the project and to ensure that it is always in line with the values and designs which were agreed. All works in delivery will be in compliance with the limitations and boundaries as set out in the DCO documentation.			X	
9-2.425	Criticism that National Grid have disregarded that Anglian Water and Scottish Power place their cables and pipelines underground as they consider that placing their pipelines or cables, on or above ground, would not be appropriate	National Grid carried out non-statutory consultation in 2022 and 2023, statutory consultation in 2024 as well as targeted consultations and landowner consultation in 2025, in line with the requirements outlined in the Planning Act 2008 and relevant legislation. This has included consulting with all prescribed consultees on the	X	X	X	

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		scope of the Environmental Impact Assessment (EIA). We have also consulted with third party asset owners, such as Anglian Water, who operate or own assets within the vicinity of the Project. We also informed the Office of Gas and Electricity Markets (Ofgem) at the outset of consultation. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly				

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		significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at other locations proposed as overhead line would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative				

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		pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). HVDC is not normally used across land as converting AC to DC and back again would require converter stations so it can be used in the rest of transmission network and the distribution network which is currently AC. These converter stations are a significant size and would be required at every interface with the wider AC network i.e. at Norwich, Bramford, East Anglia Connection Node (EACN) substation and Tilbury substations, the cost of these converter stations massively outweighs the benefits offered. Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
9-2.426	Criticism of National Policy Statement EN-5 (e.g. the assessment of sustainability identifies failing of policy)	All the National Policy Statement's (NPSs) have been subject to an Appraisal of Sustainability (AoS) required by the 2008 Act and the Environmental Assessment of Plans and Programmes Regulations 2004. Any challenge to the NPS EN-5 on the assessment of sustainability that identifies failure of policy should have been made to the Government's own consultation	X	X	X	
9-2.427	Comment supportive of use of swathe for consultation rather alternative corridor options	National Grid notes the respondent's feedback.			X	
9-2.428	Suggest that there should be an environmental cost / benefit analysis to ascertain whether the impact on	The UK Government has committed to reaching net zero emissions by 2050. The Government's Energy White			X	

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	habitats is justified by the aim of providing clean energy before proceeding with the Project	Paper (EWP) (December 2020) outlines a plan to increase energy from offshore wind to 40 GW by 2030 (with this Government target being increased in April 2022 to 50 GW). An environmental cost / benefit analysis of providing clean energy would need to be undertaken at the strategic level by Government and not by any individual project.				
9-2.429	Request reassurance that the findings of the feasibility study commissioned by the previous Government of utilising offshore cabling has been fully evaluated and will be taken into account by the new Government in reaching their decision	National Grid has carefully reviewed several external studies, including the Offshore Coordination Support Scheme (OCSS) and ESO East Anglia Network Study. The study looked at the consequential infrastructure impacts should the Government decide to take the OCSS forward and set out its assessment of drivers for network reinforcement in East Anglia. Ultimately the OCSS was not taken forwards – as per the Government's decision in September 2024. Nevertheless, we have reviewed the outcomes as part of our ongoing assessment of our own proposals for Norwich to Tilbury, and our report is available on the Project website. The report confirms that the overhead line option is the most efficient and economical and is the only one that can be delivered in 2030.			X	
9-2.430	Criticism that only some locations are protected with underground cables being used for the Project	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant			X	

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		considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which				

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		assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at other locations proposed as overhead line would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-2.431	Criticism that National Grid have not factored in the millions of properties that use local generation (e.g. solar panels) to generate electricity and export electricity into the grid / Criticism that this is not included in any Project materials	National Grid appreciates that there are many properties in the area that already use renewable energy sources such as solar panels, however we need to build Norwich to Tilbury to meet a national energy demand and reach net zero. Our proposals are part of the Great Grid Upgrade, which will increase network capacity across the UK. The way that we generate energy and where it comes from is changing and requires the biggest upgrade to our energy network in generations. One of the main reasons for this is the switch to low carbon, renewable power and the UK Government has set a target to increase the amount of energy generated by offshore wind to 50 GW and deliver a further 18 GW of interconnector capacity by 2030. This would be enough clean, renewable energy to power every home in the UK.			X	

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		While offshore wind is already connecting in across the country, in East Anglia there could be as much as 18 GW of offshore wind and interconnector energy coming into the region by the end of the decade. There isn't currently enough network capacity in the region to support this level of energy so we need to reinforce and develop the network to ensure this energy can be connected to homes and businesses across the UK.				
9-2.432	Criticism that the online questionnaire form was not available / could not be submitted	National Grid is aware that there were some technical problems with the online feedback questionnaire, on 25 July. Feedback could still be provided through the other channels, including by email. National Grid continued to review and consider all late feedback that was received after the close of the 2024 statutory consultation (26 July 2024). This feedback is summarised in Section 9.8 of this report.			X	
9-2.433	Criticism that National Grid have been serving S172 notices on landowners (e.g. while crucial questions regarding licences remained unanswered) / Criticism that National Grid have been using Section 172 notices instead of arranging access with landowners (e.g. therefore denying landowners opportunity to liase with contractors to ensure optimum access routes and times for the landowner)	National Grid only serves Section 172 notices under the Housing and Planning Act 2026 to obtain survey access when reasonable effort has been made to obtain voluntary access. Where voluntary access cannot be agreed, we are left with no other option than to use Section 172 powers. While notices are served, National Grids lands team still work with landowners and appointed agents to answer any questions or concerns.			X	
9-2.434	Criticism that National Grids contractors have been arriving on site without providing the required notice as stipulated in the licence agreements	National Grids appointed contractors are all made aware of the terms in which access is granted to land. If a landowner believes that they are not being given the			X	

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		required notice period before access is taken, they should contact the Projects lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. If National grid has been found in breach of the terms granted within the licence agreement, then the landowner can request that the agreement be terminated. National Grid have the right to contest the breach of licence if they believe the terms of the license have not been breached. If one or both of the parties cannot agree on whether the licence has been breached, then third party dispute resolution will need to be sort.				
9-2.435	Criticism that National Grid have been parking vehicles, welfare equipment, and materials on sites, contrary to provisions agreed upon licence terms	National Grid prioritises the proper and lawful acquisition and lease of land access through the establishment of comprehensive license agreements. We understand the concerns raised regarding the alleged parking of vehicles, welfare equipment, and materials on sites, which may be contrary to the provisions outlined in these agreements. We want to assure you that we take these concerns seriously and are committed to adhering to the terms and conditions set forth in our license agreements. Our			X	

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		processes are designed to ensure that no land access is taken without the correct agreements being in place.				
9-2.436	Criticism that National Grid have been withholding raw survey data, which was agreed to be supplied in the licences	National Grid has made survey data and reports available to the public through the Environmental Statement, part of the Development Consent Order application.			X	
9-2.437	Criticism that National Grid have been delaying payment of agent fees, placing landowners at significant financial risk	National Grid pays land agents professional fees in line with the terms stated in the survey license or agreed with the agents' firm. If a landowner or agent seeks clarification on when fees are paid, they should contact the Projects lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD			X	
9-2.439	Concern that National Grid has not sought design advice from the Design Council or other independent professional bodies on the siting and design development of the Project (as recommended in EN-1)	National Grid has not sought advice from the Design Council on the siting and design of the Project. National Policy Statement EN-1 (Overarching National Policy Statement for Energy) highlights the role which the Design Council can play in providing a design review for nationally significant infrastructure projects. National Grid considers that it has followed good design principles in the iterative development of its Norwich to			X	

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		Tilbury proposals through the use of routeing and siting studies, application of the Holford and Horlock Rules (see Appendix I22 of this report). It is also important to note (as set out in paragraph 2.4.3 of NPS EN-5 that 'electricity networks infrastructure must in the first instance be safe and secure, and that functional design constraints of safety and security may limit and applicants' ability to influence the aesthetic appearance of that infrastructure.' More details can be found in the Design and Access Statement (document reference 7.15).				
9-2.440	Criticism that the 3 km buffer from the Project (for the above ground elements) for the landscape and visual assessment is not large enough (e.g. given the scale of the project and the far-reaching views across much of the open landscape)	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3). The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1) sets out the justification for the study area used for the assessment. This has been determined by the nature and scale of the Project and the nature of the surrounding area and considers the landscape and/ or views that the Project may influence in a significant manner.			X	

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9-2.441	Criticism that the Project conflicts with section 5.11 of EN-1, in particular paragraph 5.11.34 which states that the Secretary of State should ensure that applicants do not site their scheme on the BMV agricultural land without justification	The siting of elements of the Project has considered all relevant factors. In respect of a site such as the East Anglia Connection Node (EACN) substation the potential loss of BMV is balanced against the effects and costs from the longer connections required if the EACN substation were moved onto non-BMV land further to the east. This approach is consistent with the balanced decision making inherently envisaged by NPS EN-1.	X		X	
9-2.442	Criticism of information about why surveys are required	Surveys were an important part of how we developed the Project. We undertook archaeological, environmental, and ground investigation surveys to better understand how the Project might impact the local land and environment. The results that came back from these surveys helped to inform our final proposals. Information about surveys is published on the Project website.			X	
9-2.443	Criticism that National Grid have not provided sufficient information to demonstrate that they have modelled the full impact of the Project	National Grid notes the respondent's feedback. The process by which projects of this nature are assessed for potential impacts is set out in various legislation, including the Planning Act 2008, the Electricity Act 1989, Natural Environment and Rural Communities Act 2006, the Wildlife and Countryside Act 1981, National Parks and Access to Countryside Act 1949 and the Environmental Impact Assessment Regulations. The impacts of the Project are set out in the Environmental Statement as submitted with the Development Consent Order (DCO) application.			X	

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9-2.444	Request that the Environmental Statement includes consideration of Kent in relation to Heritage Conservation (e.g. and that assessment is undertaken)	The study areas for the Historic Environment assessment were agreed through the Environmental Impact Assessment (EIA) Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and Scoping Opinion (document reference 6.20) received from the Planning Inspectorate in December 2022. Heritage assets within those study areas have been considered in the Historic Environment assessment, presented in ES Chapter 11: Historic Environment (document reference 6.11), regardless of which local authority they are situated within.		X	X	
9-2.445	Criticism that there was never any consultation on the basic routing options for the transmission of energy from the East Anglia coast inland	National Grid carefully considers the most feasible options and present proposals for public consultation. In doing this, we must consider impacts on local communities and the environment and deliver value for electricity consumers. It would not meet the requirements placed on us to consult on an option that we would not be able to take forward due to higher costs or environmental impacts.			X	
9-2.446	Criticism that the National Grid ESO review of East Anglian transmission was too narrow, with none of the cost or environmental benefits of integration that would result from a fully coordinated offshore system	The ESO East Anglia Network Study was an independent study and was not undertaken by National Grid Electricity Transmission and is not part of this project. Your feedback is noted, but this is not a matter for National Grid.			X	

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9-2.447	Criticism that National Grid have been poor at notifying landowners (e.g. only by white A4 sheets stapled to sticks popping up near to the route)	National Grid makes every effort to contact all affected landowners and build up a data base of contact details for access notification. Land referencing is carried out through desk top based searches, the sending out of land interest questionaries (LIQs) and site notices. Site notices are only used as a last resort where the land is unregistered or voluntary agreement for land access has not been reached.			X	
9-2.448	Suggest that there should be a formal inquiry into National Grids conduct throughout the consultation for the Project	National Grid is regulated by Ofgem, and our decisions are scrutinised by them to ensure that we are acting in line with the requirements placed on us. As the Project is classified as a Nationally Significant Infrastructure Project (NSIP), it will be reviewed and decided on by the Planning Inspectorate. As a part of their reviewing process, the Planning Inspectorate will consider the adequacy of our consultation and whether we have met the requirements placed on us throughout the consultation process.			X	
9-2.449	Suggest that respondents to the consultation should be able to download their response for future reference	If respondents provided their feedback through the online feedback form, they would have been able to download a copy of their responses. If they did not do this at the time, we had dedicated communication channels available to the public where people could request a copy of their feedback responses. We had several requests during statutory			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consultation to provide people with a copy of their responses to their online feedback questionnaire.				
9-2.450	Criticism that National Grid have not considered the Offshore Cable Routing Environmental and Community Appraisal, published on the 12 March 2024	National Grid has actively considered the findings of the East Anglia Onshore and Offshore Cable Routing Environmental and Community Appraisal, published in March 2024, to inform its infrastructure planning and decision-making processes. The appraisal provides a strategic-level assessment of potential environmental and community constraints associated with various cable routing options in the East Anglia region. National Grid's response to the appraisal is published on the Project website. NESO's Clean Power 2030 report identifies the need for the Project to be delivered by 2030. National Grid has in conjunction with NESO undertaken the necessary exercises/studies and its now important the Project makes progress at pace to ensure NESO's ambition for Clean Power 2030 is realised.			X	
9-2.451	Criticism that National Grids reports as part of the consultation contains errors in their approach to Landscape, Heritage and Archaeology, Soils and the Environment / Criticism that National Grid's professional reports which accompany PPEAL's response to the consultation demonstrate procedural and methodological errors in their approach to landscape, heritage and archaeology, soils and the environment	The Environmental Statement (ES) (document reference Volume 6: Environmental Statement) follows a standard methodology for assessing the environmental effects of the project. The ES will be scrutinised as part of the application for development consent by the Examining Authority on behalf of the SoS. The information presented within the ES is a material consideration in deciding whether to consent the project or not.			X	

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		The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022. A landscape and visual impact assessment (LVIA) has been undertaken as part of the EIA. The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1) which includes the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3). The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). In relation to soils, the approach to the assessment detailed in Chapter 6: Agriculture and Soils (document reference 6.6) follows the current IEMA guidance, and Agricultural Land Classification (ALC) surveys were conducted in accordance with published guidance. The ALC survey results are presented in Appendix 6.1: Agricultural Land Classification Report (document reference 6.6.A1). The Historic Environment assessment has been undertaken as part of the EIA and follows professional guidance as set out in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1).				

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9-2.452	Criticism that National Grid have not considered the "Guidelines for landscape and visual impact assessment"	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1)), which includes the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3). The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). The LVIA methodology is presented in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1)).	X		X	
9-2.453	Criticism of National Grid's statement in their Preliminary Environmental Information Report (PEIR) Volume III – Technical Appendices – 3 of 4, April 2024 - Page 1942, Section C: Listed Buildings, Operational Effects / Respondent disagrees with this assessment and the recent valuation undertaken	The value and assessment of Listed Buildings presented in the PEIR were undertaken using a robust methodology informed by relevant national policy and guidance, including Historic England's Conservation Principles (2008) and Good Practice Advice Note 3: The Setting of Heritage Assets (2017). The Historic Environment assessment detailed in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) has been undertaken as part of the Environmental Impact Assessment (EIA). It follows professional guidance as set out in ES Appendix 11.1: Historic Environment Baseline Report (Document Reference 6.11.A1). The methodology was discussed and agreed with statutory consultees and local planning authorities as part of the scoping process and subsequent stakeholder			X	

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		engagement. We acknowledge that interpretation of heritage significance can involve professional judgement. However, we are confident that the values assigned, and assessments undertaken are appropriate, proportionate, and in line with best practice and policy requirements				
9-2.454	Criticism that farmers have been given a 15 day notice that they must allow National Grid to enter their properties, or they will be summoned to court	National Grid always seeks to agree voluntary access for surveys were possible. If voluntary access cannot be agreed, National Grid has to use access powers granted under section 172 of The Housing and Planning act 2016 which allow National Grid to take access to the land 14 days after serving a notice. If access is still blocked after a notice is served and the 14 days has passed, then National Grid can apply to the Magistrates Court to obtain a warrant for access. If a landowner has concerns over access being taken to their land for surveys or why they have had a notice served to them, they should make contact with the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD			X	

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9-2.455	Suggest that a strategy needs to be developed that incorporates how the power from the many developments of offshore windfarms is brought onshore / Criticism that at the moment it seems that as each development comes on stream a new route of overhead lines is proposed	The Project has been subject to strategic network exercises such as the Holistic Network Design and therefore has been subject to strategic network planning. The Holistic Network Design was undertaken as part of the offshore transmission reform work under the Offshore Transmission Network Review (OTNR) which was completed in 2023. Co-ordinated transmission proposals were principally developed under three temporal workstreams under the OTNR. The Early Opportunities projects workstream supported co-ordinated transmission projects brought forward voluntarily by developers as Pathfinders for those projects which had already received connection agreements. For other less developed offshore wind projects, their connection to a transmission network was determined through a new Holistic Network Design (HND) under the 'Pathway to 2030' workstream. This is set out in the National Planning Statement for Electricity Infrastructure Networks (EN-5) (2024). Paragraph 2.13.4 of NPS EN-5 states that 'It is recognised that proposed projects which have progressed through strategic network design exercises have been considered for strategic co-ordination through those exercises.'			X	
9-2.456	Criticism that National Grid are trying to put respondents off the use of underground cables by emphasising how disruptive they will be (e.g. the Waveney Valley Alternative)	National Grid is not biased towards any particular technology solution but operates within clear policy and funding guidance. We have provided information about the different technology options, including			X	

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		undergrounding, in order to allow respondents to provide informed feedback. Previous experience at National Grid has shown that underground lines are more expensive, complicated to maintain, and less reliable. There are also environmental and engineering considerations. As the cost of all connections ultimately goes onto the electricity bills of domestic and business consumers, the UK government, and our regulator Ofgem require us to develop proposals which represent value for money to consumers. We also have to consider the national policy statements. EN-5 is the National Policy Statement (NPS) which covers developing new electricity networks infrastructure and it states that it is the government's position that overhead lines should be the strong starting presumption for electricity networks developments, unless crossing part of a nationally designated landscape. Our proposals include underground cable within the Dedham Vale National Landscape and some select other areas. Wherever undergrounding is being considered, we need to ensure we're carefully considering the local environment too. This includes looking at local habitats, heritage, and other factors such as watercourses and rivers in order to reduce impacts.				
9-2.457	Criticism that National Grid have already sought approval for substation north of Norwich without	Work for the Project has not started yet. There is currently some work taking place at our Norwich Main			X	

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	means of onward transmission to London, and therefore the consultation has been "piecemeal"	Substation to increase its capacity. Work to the eastern extension of the site started in April 2024 and started on the western extension in October 2024. While the Project would, if consented, connect into Norwich Main Substation, the work taking place there is not linked to our proposals for the Project and is needed to connect new sources of offshore wind from the Sheringham Shoal and Dudgeon offshore wind farms. We considered all the feedback we received throughout our consultation and amended our proposals as a result of this. This included to our proposals near Norwich Main Substation.				
9-2.458	Criticism that National Grid have relocated specific pylons during the consultation process, therefore making it hard for the community to provide feedback on	National Grid has presented all changes made to pylon locations at the 2023 non-statutory consultation and statutory consultation as well as the targeted consultations. No changes to pylon locations were made or agreed until all feedback was received and considered from each consultation therefore communities had the opportunity to feedback back on specific pylon locations based on the latest information at the time of each consultation.			X	
9-2.459	Criticism of National Planning Policy / National Policy Statement (NPS) (e.g. the presumption of overhead lines) and suggest that the NPS is reworded to "The most appropriate technology for each situation should be selected and applying Treasury Green Book guidance in the selection of alternatives". With this, suggest that National Grid should pause the	It is indeed the case that National Policy Statement for electricity networks infrastructure EN-5 (Department for Energy Security and Net Zero (DESNZ) 2024) doesn't specify application of the Treasury Green Book. It should be noted that NPS EN-5 was recently published in January 2024. The amendment of a National Policy Statement is a matter for the Secretary of State subject	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Project until policy has been reviewed in relation to the presumption of overhead lines / Suggest that Nation Policy Statement are changed	to requirements concerning consultation, publicity and parliamentary scrutiny. National Grid will continue to follow national guidance, primarily NPS EN-5 as it currently stands and should any new NPS come forward, a back check and review would be necessary. It is important that we continue to develop our proposals for the Project to meet our statutory duties and responsibilities to deliver the new renewable sources of energy to homes and business across the UK.				
9-2.460	Criticism that, in order to allow for future capacity of the overhead lines, future capacity must be included in the upfront cost for the Project, which could result in the Project being overspecified and having redundant capacity (e.g. where this is not the case for HVDC offshore cables, which can be laid sequentially when demand requires)	National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, including an offshore connection using direct current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; alternating current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; high voltage direct current (HVDC) overhead line and underground cables; and gas insulated line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.			X	
9-2.461	Criticism that landowners have not been consulted on the Code of Construction Practice / Suggest that	The Outline Code of Construction Practice (CoCP) (document reference 7.2) draws together the proposed			X	

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	Code of Construction should also be applied to the pre-construction investigations and mitigation works including archaeology	construction mitigation which was consulted on at the Preliminary Environmental Information Report (PEIR) stage and has been developed further in the Environmental Statement. The Outline CoCP (document reference 7.2) will be considered further at the examination stage of the Development Consent Order (DCO) application. Pre-construction archaeological mitigation is managed through an Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5), with Detailed WSIs to be produced for specific geographical sections of the route or specific elements of the construction works post-consent. The additional archaeological mitigation requirements are contained in the Outline CoCP (document reference 7.2). Both the Outline CoCP (document reference 7.2) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) are secured through requirements in the DCO (document reference 3.1).				
9-2.462	Criticism that National Grid have not evaluated the relative environmental impacts of the Project against the alternative options	National Grid has evaluated alternatives at each stage of the Project's development, including environmental considerations, at a scale appropriate to that stage. These evaluations are set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) (published on the Project website), the 2023 and 2024 Strategic Options Backcheck and Reviews (available on the Project website), the 2025 Strategic Options			X	

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		Backcheck and Review (document reference 7.17), the 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15). The Preliminary Environmental Information Report (available in on the Project website) was published at the statutory consultation in 2024 and the Environmental Statement (ES), submitted with the application for a Development Consent Order (DCO) also includes an assessment of the mina alternative considered.				
9-2.463	Criticism that the Holberg Rules have not been considered (including Holberg Rules 1 and 2)	We have assumed this is referring to the Holford Rules. National Grid disagrees with the respondent and considers that a balanced approach has been taken for routeing and siting, taking into consideration the various Holford Rules. In respect of Holford Rule 1 the rule does not preclude routeing through areas such as the National Landscape. In this case avoidance is not possible as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) with subsequent reviews confirming this position. In respect of Holford Rule 2 such areas / features are avoided where possible to do so without undue changes of direction. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	
9-2.464	Suggest that there could be access to 3-D modelled visualisations, from any point on the interactive map (e.g. like when booking venue seats, you can see a preview of your view from the respective seat)	The 3D visualisation, which was available at all our public information events, was searchable from any postcode within 2.5 km of the 2024 preferred draft alignment.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.465	Criticism that National Grid has not done enough to portray how big a 50 metre pylon is	We had several documents available at our public information events that helped portray the height of a 50 m pylon. These included a 3D visualisation tool that was searchable by any post code within 2.5 km of the proposed alignment. We also had visualisations available in our Preliminary Environmental Information Report (PEIR) that show an accurate representation of the height of the pylons from specific sections along the route. While the 3D model was not available online, we were able to send several people screenshots from their postcode to portray the visual impact that the proposals might have on their property.			X	
9-2.466	Criticism that National Grid have not considered the findings of ESO November 2020 report	The Offshore Coordination Phase 1 Final Report published by ESO in December 2020 provided preliminary analysis of issues at a high-level and has been comprehensively superseded by subsequent assessments. ESO has since given this project the go ahead through its Network Options Assessment process. ESO's East Anglia Network Study published in March 2024 also agrees that an offshore or underground alternative would not be feasibly delivered until 2034.	X	X	X	
9-2.467	Suggest that National Grid need to take a more forward thinking approach to incorporate the requirements of further expansion and give future returns on the initial investments	Looking out into the 2030s, the National Electricity System Operator (NESO) is not recommending any further wider electricity transmission network reinforcements running through the counties of Norfolk,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Suffolk or Essex or landing within them, aside from the network capacity already proposed. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network.				
9-2.468	Criticism that Orsted have already built their massive station on the outskirts of Norwich, and that National Grid have passed the Sunica Project	Work for the Project has not started yet. There is currently some work taking place at our Norwich Main substation to increase its capacity. Work to the eastern extension of the site started in April 2024 and started on the western extension in October 2024. While Norwich to Tilbury would, if consented, connect into Norwich Main Substation, the work taking place there is not linked to our proposals for the Project and is needed to connect new sources of offshore wind from the Sheringham Shoal and Dudgeon offshore wind farms. Works at Norwich Main Substation and our proposals for Norwich to Tilbury have been developed separately to Orsted's battery farm station near Swardeston, Norwich. The Sunnica Project in East Suffolk has been developed by Sunnica, National Grid has not been involved in the approval of Development Consent for this project. More information is available on the Sunnica Energy Farm project website.			X	
9-2.469	Criticism over the proposed Sealink and Nautilus link and the proposed converter stations outside	These projects are independent of Norwich to Tilbury and are being progressed with their own programme of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Saxmundham which will destroy the town's chances of future development to the east	consultation. Therefore, this feedback is not relevant to the Project.				
9-2.470	Suggest that planning permission regulations for solar farms need to protect agriculture / food production through panel designs which enable food and power production to co-exist productively	National Grid is not involved in policy creation for the siting of solar farms. Its role is primarily as a transmission system operator and infrastructure provider. The responsibility for drafting legislation and policy in the UK lies with the government, relevant regulatory bodies, and local planning authorities.			X	
9-2.471	Suggest that National Grid should comply with the Management of Hedgerows (England) Regulations 2024 during the construction phase of the Project	While every effort will be made to avoid removing vegetation during the nesting bird season (March to August), as detailed within the Management of Hedgerows (England) Regulations 2024, this may not always be possible to ensure delivery of the Project. Where necessary hedgerows will be removed and/or pruned within this period, but in line with measures outlined within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) as agreed with the local authorities. This will include nesting bird checks by an experienced ecologist to ensure no active bird nests are present.			X	
9-2.472	Criticism of the time taken by National Grid to respond	We aim to respond to all enquiries in a timely manner. During busier periods, such as our statutory consultation, it may have taken us slightly longer to respond to enquiries that required a greater amount of technical information. National Grid continued to review			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and consider all late feedback that was received after the close of the 2024 statutory consultation (26 July 2024). This feedback is summarised in Section 9.8 of this consultation report				
9-2.473	Criticism that National Grid have chosen the overhead lines approach to open up Suffolk farmland for solar compounds and the profit making that comes with them	National Grid Electrical Transmission (NGET) does not develop solar farms or have control over potential solar developments that may come forward. National Grid is legally obliged (under our Transmission Owner Licence) to provide capacity at the dates formally agreed in contracts with energy generators (or customers). National Grid does not determine or implement policies that influence the form of energy developments. Our role is to respond to the connection requirements for projects that are developed in line with Government Policy to integrate them into the National Transmission System in a timely, economic and efficient manner in line with relevant policies and our duties. All solar farm proposals are subject to individual assessment on their own merits to ensure they are suitable for the specific location, meet planning and regulatory requirements, and balance the benefits of renewable energy generation with local impacts.			X	
9-2.474	Criticism that there was not adequate communication about the consultation for elderly residents	At the launch of our statutory consultation, we sent information relating to the project to all properties within 1 km of our proposed alignment. To ensure that we contacted all demographics, we also sent this information to community groups and organisations	X		X	

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		including regional Age UK centres along the route alongside The University of the 3rd Age. We also made our consultation materials available in alternative formats on request for those who found them difficult to engage with.				
9-2.475	Criticism of the lack of certainty / clarity over the nature of the land within the proposed order limits / red line boundary (e.g. on the interactive map and through other documentation such as the PEIR)	National Grid notes the respondent's feedback, we produced a 'Guide to Interacting with our Consultation Plans' (available on the Project website) which explained what was shown on the consultation plans. Contact details to the Project inbox and helpline were included on the Project website and consultation material should anyone have any further queries.			X	
9-2.476	Request to revisit the Environmental Impact Assessment (EIA) to ensure comprehensive mitigation	The scope of the Environmental Impact Assessment (EIA) was agreed through the EIA Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and Scoping Opinion (document reference 6.20) received from the Planning Inspectorate in December 2022. An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects.			X	

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		Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).				
9-2.477	Concern that lack of support for the Project could result in blockage of access to construction sites or risk interference with machinery / equipment for the Project, and with this National Grid may need to pay for security precautions over a long period of time	National Grid has, as part of the development of the Project, considered the security measures required to ensure construction can be completed safely. Temporary construction compounds, including offices, will be secured to protect the public and prevent unauthorised entry to site. Access to temporary construction compounds will be limited to specific entry points and personnel entries/exits will be recorded and monitored for both security and health and safety purposes. Security fencing and gates are proposed for all site access points to secure the works area, the construction corridor and haul roads. In the event that a haul road is blocked, resulting in a site location becoming inaccessible from a site access			X	

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		point, an alternative access shall be facilitated from a suitable crossover point. In the event of any incident occurring which impacts on the safe and efficient operation of the road network, additional mitigation measures will be considered, which could include contingency routes. Contingency routes will be provided by pre-established traffic diversions and diversions as set out by National Highways, the relevant highway authorities and the police.				
9-2.478	Criticism that proposed planting mitigation will take years (e.g. 30) to be effective	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity. It sets out the potential landscape and visual effects and identifies areas for potential mitigation planting around substations and Cable Sealing End (CSE) compounds to reduce visual impacts to local receptors. The LVIA considers residual impacts of the Project at operation year 1 and year 15. The benefits of planting vegetation for screening purposes are not taken into account at Year 1 but are considered at Year 15 when planting would be established. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.			X	

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		Furthermore, the timings are set out within the Biodiversity Net Gain Report (document reference 7.1) with many habitats (e.g. grassland and hedgerows) establishing within 5 years. Additionally, BNG also considers enhancement of existing habitats. Any landscape softening that does not remove or reduce a significant residual effect but seeks to off-set the effect is classed as landscape compensation. Such landscape compensation measures (e.g. creating or enhancing natural landscape features outside of the Order Limits) are considered in relation to the mitigation hierarchy but there is no requirement under policy to compensate for all residual effects. The residual effects that remain following the application of the mitigation hierarchy and any compensation provided then falls to the Planning Balance.				
9-2.479	Criticism that there has been no back-checking on routes NB2, NB3 and NB4 from the Corridor and Preliminary Routeing and Siting Study Report (CPRSS)	National Grid has backchecked its decision making as an inherent part of considering feedback after each consultation. We have reviewed whether decision making balance would be affected by policy change, new evidence or new factors, for example close paralleling such as NB2 was addressed in Section 5.3 of the 2024 Design Development Report (available on the Project website). This has been considered and reported in the 2025 Design Development Report (document reference 5.15) but with no change of corridor proposed.			X	

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9-2.480	Criticism that a residential amenity assessment has not been carried out for the Project (as specified in the Corridor and Preliminary Routeing and Siting Study Report (CPRSS))	National Grid has sought to reduce, as far as practicable, impacts on visual amenity through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment and proposals for underground cables. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1)) and considers impacts on visual amenity of people living and moving around communities. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). Consideration of changes in views experienced from private residencies has also been undertaken in a Residential Visual Amenity Assessment (RVAA) as set out in ES Appendix 13.4: Residential Visual Amenity Assessment (document reference 6.13.A4). This assessment has been informed by the approach detailed in Landscape Institute Technical Guidance Note 2/19 Residential Visual Amenity Assessment (RVAA).			X	
9-2.481	Criticism that National Grid has contracted connections to North Falls, Five Estuaries and	National Grid has agreements with offshore wind farms including North Falls and Five Estuaries and with Tarchon interconnector, subject to these projects			X	

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	Tarchon, when proposals for the Project are not yet approved	receiving development consent. If Norwich to Tilbury does not get planning approval, the other projects would still need to be developed in order to reach net zero targets set by the UK Government.				
9-2.482	Criticism that the accelerated programme of consultation has taken the project outside of the scope for Holistic Network Design (HND) as part of the Offshore Transmission Network Review (OTNR)	The Holistic Network Design (HND) as part of the Offshore Transmission Network Review (OTNR) provide a solid foundation for identifying strategic options that are most viable and should be taken through further analysis and ultimately consultation. It does not set the programme or timescales. National Grid has followed a standard timeline for a project such as Norwich to Tilbury which is needed to connect offshore wind by 2030. We are legally obliged to provide capacity at the dates formally agreed in contracts with energy generators. These dates are set independently by NESO.		X		
9-2.483	Criticism that the Strategic Options Backcheck and Review Document (June 2023) and Design Development Report (June 2023) remain materially unchanged, and the overhead line proposal remains	Whilst noting there are different opinions, National Grid must make its decisions in the context of the relevant planning policy (such as NPS EN-1 and EN-5) and requirements to be economic under the Electricity Act. Decisions are further informed by feedback and environmental effects and technical considerations. Decision making is reviewed as new feedback and evidence becomes available and changes in policy are also considered. The fundamental basis for corridor and technology selection remains unchanged as there are for example no newly designated landscapes or substantive change in relative cost profiles. Whilst there		X	X	

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		has been no change, this is because the fundamental decision-making parameters remain consistent.				
9-2.484	Concern that the Project proposes harm to many environmental habitats which contradicts the Environmental Principles National Policy Statement which requires policy makers to avoid harm	National Grid has sought to reduce the effect on habitats and designated areas through the routeing of the Project. Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) assesses the effects on habitats and species and identifies any required mitigation. Preliminary 'Environmental Areas' were presented as part of the statutory consultation material, and these have been refined as part of the application. National Grid has set itself a target of delivering 10% Biodiversity Net Gain (BNG) with wider environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.			X	
9-2.485	Criticism that the community benefits under the current proposal are inadequate and trivialise losses faced by homeowners and businesses, and that the benefits will not substitute for true comprehensive compensation	The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is			X	

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		evolving government policy. Government expects this scheme to be in place by 2026, and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025). If a property owner is concerned about the impact on their property, they should seek third party advice and/or contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD				
9-2.486	Concern that the Project / consultation does not comply with the Planning Act (2008) (e.g. Section 55; S42(1)(d), S44(1) and S47(7))	Throughout the development of the proposals, National Grid has considered the Planning Act (2008) and has ensured that the proposals and consultations have been carried out in line with the requirements set out. Ultimately, our proposals will be considered by the Planning Inspectorate and Secretary of State who will review whether we have acted in accordance with the Planning Act.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.487	Suggest that a strategic approach should be adopted via the work of the National Electricity System Operator (NESO) and the Regional Energy Strategic Planner (RESP)	The Centralised Strategic Network Plan (CSNP) will be developed by the National Energy System Operator (NESO). NESO provide a link seeking how communities can get involved in the National Planning Review (NPR) of which the CSNP is a part of.			X	
9-2.488	Criticism that assessments on the impact of the Project on residential amenity, heritage assets and priority habitats has not been presented in the Preliminary Environmental Information Report (PEIR) (as National Grid said it would be in Paragraph 1.3.23 of the Environment Appraisal of the Corridor Preliminary Routeing and Substation Siting study (CPRSS) (April 2022))	The Preliminary Environmental Information Report (PEIR) included a Landscape and Visual Impact Assessment (LVIA), that followed professional guidance as set out in Guidelines for Landscape and Visual Impact Assessment (GLVIA3), as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The assessment of visual effects was presented in Volume III, Appendix 13.2: Visual Baseline and Assessment. The assessment was prepared by qualified and experienced landscape professionals and reported on significant (negative) effects considered likely during construction and operation, including visual receptors from properties. Effects on residential visual amenity have been provided as part of the Environmental Statement (ES) and are contained within ES Appendix 13.4: Residential Visual Amenity Assessment (document reference 6.13.A4). The Preliminary Environmental Information Report (PEIR) also included the ecological desk-based survey and all ecology survey results known at the point of writing the report. The proposed ecology survey methods for other protected species surveys were also			X	

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		included within the document. Since the submission of the PEIR a range of protected species and other ecological surveys have been completed, and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). This has included an assessment of priority habitats. The historic environment had its own chapter within the PEIR. This chapter (11) reported the results of the preliminary assessment of the potential effects of the Project on the historic environment during construction and operation. The chapter covered both designated and non-designated: archaeological remains, historic buildings, and historic landscapes. The desk-based assessment within the PEIR was supported by a site walkover and setting survey, where land access was available. The historic environment was assessed within 6.11.A1 Historic Environment Baseline Report. The heritage assets that would be impacted by the Project were identified and assessed within the ES chapter 11.6 and appendix 11.2.				
9-2.489	Criticism that the Project does not align with the government's 25 Year Environment Plan (e.g. the goal to achieve net zero by 2050) / Concern that Government's Environmental Improvement Plan 2023 has not been considered for the Project	A Green Future: Our 25 Year Plan (2018) highlights the Government's support for the reduction in the United Kingdom (UK)'s carbon footprint. The Project is critical to the rapid decarbonisation of the National Grid and the principle of the Project is therefore supported by the Plan.	X		X	

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		The Overarching National Policy Statement for Energy EN-1 (Department for Energy Security and Net Zero (DESNZ) 2024) states in paragraph 5.4.39 that 'The government's 25 Year Environment Plan and the Environment Act 2021 mark a step change in ambition for wildlife and the natural environment. The Secretary of State should have regard to the aims and goals of the government's Environmental Improvement Plan 2023... and any relevant measures and targets, including statutory targets set under the Environment Act or elsewhere.' Our position that the Project is compliant with both Plans insofar as it is relevant to the Project is set out in the Planning Statement (document reference 5.6).				
9-2.490	Request that National Grid commission a Quantity Surveyor to carry out a proper comparison of the alternatives and advise the public of their findings	National Grid provides full detail of the technology considered, capital cost and lifetime cost in Appendix B of the 2025 Strategic Options Backcheck and Review Report (document reference 7.17). This Methodology is consistent with the previous applications made for Development Consent Orders made by National Grid and is a transparent methodology that aligns with independent benchmarks and price control submissions to the regulator Ofgem. As such the information is available for any third party to scrutinise the information provided.			X	
9-2.491	Suggest that National Grid engineers should attend landowner meetings for the Project to collaboratively	Where deemed appropriate members of the engineering team can attend site meetings with landowners.			X	

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	and constructively minimise impact on land and landowners	In most circumstances it is appropriate for the lands team to attend these meetings to discuss the proposals and the impact they may have on the land. Any feedback given at these meetings is recorded and then assessed collaboratively across the different disciplines in the Project team.				
9-2.492	Suggest that National Grid should commission a Valued Landscape Assessment (including at the Colne Valley)	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. The Landscape and Visual Impact Assessment (LVIA), included in Chapter 13: Landscape and Visual of the ES (document reference 6.13), has been undertaken as part of the EIA. The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes Guidelines for Landscape and Visual Impact Assessment (GLVIA3). Judgements on landscape value have been made as part of the assessment. These value judgements have been informed by the Landscape Institute's Technical	X		X	

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		Guidance Note (TGN) 02/21 Assessing landscape value outside national designations. This defines landscape value as "the relative value or importance attached to different landscapes by society on account of their landscape qualities" (page 3).				
9-2.493	Suggest that, where roads are to be widened for use as a haul road, roads are to be returned to their original (rural) size following construction of the Project / Concern that the cost associated with the reinstatement of roads used for construction of the Project has not been included in the costings	Once the Project has been constructed and commissioned, the temporary construction working areas would be removed, and the site reinstated. Temporary construction haul roads (including temporary bridges and culverts) will be removed unless identified as offering a long-term improvement to the environment and land usage during the detailed design (and agreed with the landowner, Lead Local Flood Authority (LLFA) and / or the Environment Agency (where required)). Temporary features such as site welfare, working areas, fencing and scaffolding would be removed. Any stripped topsoil would be reinstated, and the site would be returned to its former use, subject to any planting restrictions or agreements with landowners. Reinstatement would also include landscaping. This is likely to include reseeding grassland areas, replanting hedgerows, and trees. It would also include additional landscape planting in some areas to help screen the new infrastructure from sensitive receptors. Proposed planting is detailed within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), which details the proposed locations and specifications of planting, along with			X	

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		required maintenance schedules to ensure the success of the landscaping scheme. Costings for the Project are set out in the 2025 Strategic Options Backcheck and Review (document reference 7.17). While reinstatement costs are not explicitly mentioned, they are assumed to be included as part of the unit rates used to calculate cost estimates and are therefore included within the costings.				
9-2.494	Threat of action against the Project	National Grid have, as part of the development of the Project, considered the security measures required to ensure construction can be completed safely. Temporary construction compounds, including offices, would be secured to protect the public and prevent unauthorised entry to site. Access to temporary construction compounds would be limited to specific entry points and personnel entries/exits would be recorded and monitored for both security and health and safety purposes. Security fencing and gates are proposed for all site access points to secure the works area, the construction corridor and haul roads. In the event that a haul road is blocked, resulting in a site location becoming inaccessible from a site access point, an alternative access shall be facilitated from a suitable crossover point. In the event of any incident occurring which impacts on the safe and efficient operation of the road network,			X	

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		additional mitigation measures would be considered, which could include contingency routes. Contingency routes would be provided by pre-established traffic diversions and diversions as set out by National Highways, the relevant highway authorities and the police.				
9-2.495	Suggest that National Grid should conduct a survey for those impacted by the Project on whether they would rather have higher energy bills (e.g. to fund an alternative option such as offshore cables) or the Project in their local area	The Development Consent Order (DCO) decision for the Project will be decided on by the Planning Inspectorate and Secretary of State, who will review all the documents National Grid produced alongside the feedback that we received as part of our statutory consultation. It would not be compliant with the requirements placed on us by our regulator Office of Gas and Electricity Markets (Ofgem), and the UK Government for us to determine the outcome of the Project through a survey. Throughout the development of our proposals, we have considered alternatives including offshore and underground cable. Details of how we considered these alternatives, and why they were not taken forwards are available in the 2025 Strategic Options Backcheck Report (document reference 7.17) which is submitted as part of our application for Development Consent.			X	
9-2.496	Criticism of the assumptions used for the offshore solution as part of the Electricity System Operator (ESO) Study	National Grid welcomed the report produced by the National Energy System Operator (NESO) and provided a full response to the report which can be found on the Project website.			X	

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9-2.497	Criticism that National Grid has not considered Historic England's Conservation Principles, Policies and Guidance (e.g. which states that 'potential conflict between sustaining heritage values of a place and other important public interests should be minimised by seeking the least harmful means of accommodating those interests')	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment, including designated and non-designated heritage assets, for example through careful siting of pylons. Where potential impacts on the historic environment are identified, we have proposed appropriate mitigation measures. Consultation on methodology and baseline has been undertaken with Historic England and Local Planning Authorities. The Historic Environment assessment is presented in ES Chapter 11: Historic Environment (document reference 6.11) and its appendices which was undertaken as part of the Environmental Impact Assessment (EIA) for the Project.	X		X	
9-2.498	Criticism that the Preliminary Environmental Impact Assessment acknowledges the high number of listed buildings and conservation areas that are being impacted, but provides no real mitigation to the majority of the route	The Preliminary Environmental Information Report (PEIR) presented preliminary information, including high level consideration of suitable mitigation, and reflected the Project proposals at the time of the statutory consultation. A complete Environmental Impact Assessment has now been carried out and the results are presented in the Environmental Statement (ES) (Document Reference Volume 6: Environmental Statement) which accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects.			X	

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		Details on the historic environment are presented in ES Chapter 11: Historic Environment (document reference 6.11). Care must be taken when considering mitigation for effects resulting from a change in setting that affect the value of listed buildings and conservation areas to ensure that any mitigation, such as screening planting, is not in itself harmful to the value of the asset.				
9-2.499	Criticism of media coverage of the Project (e.g. coverage has been biased)	National Grid does not control the media coverage of the project. Members of our team have spoken to the press on several occasions to represent the Project. Throughout our consultations there has been both supportive and critical media comments on the proposals in the media			X	
9-2.500	Criticism that National Grid claims to have explained why the offshore strategic option was not being progressed, and that 'This information can be found on the Project website' (Preliminary Environmental Information Report (PEIR) 3.3.10), but does state in which of the documents there listed it is to be found	This comment has been noted. Information is included in the Corridor and Preliminary Routeing and Siting Study (CPRSS, 2022), the Strategic Options Backcheck and Reviews 2023, 2024 (available on the Project website) and 2025 (document reference 7.17), the Response to Offshore Electricity Grid Taskforce, the Design Development Reports 2023, 2024 (available on the Project website) and 2025 Design Development Report (document reference 5.15) and the Environmental Statement Chapter 3: Alternatives (document reference 6.3). The CPRSS assessed offshore transmission connections as an alternative to onshore reinforcement. The CPRSS strategic assessment concluded that while offshore connections were technically feasible, they			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		presented significantly higher costs due to specialist marine infrastructure, converter station requirements, and extended delivery timescales. Additionally, substantial onshore infrastructure would still be required at landing points, meaning environmental impacts would be relocated rather than eliminated. Marine options were included in the strategic options taken forward for appraisal in the CPRSS in combination with other technologies but were not selected as the preferred strategic approach due to the cost-benefit analysis favouring onshore alternatives with targeted environmental mitigation. Further information can be found in the documents referred to above.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation (continued)						
9-2.501	Criticism that public consultees are potentially disadvantaged by the unavailability of documents – such as the Environment Statement - that are only published as part of the set accompanying the Development Consent Order (DCO) application, the work-in-progress nature of the Preliminary Environmental Information Report (PEIR) meaning that it is no substitute for the authoritative evidence base that the Environment Statement (ES) would represent	National Grid has noted this comment. The Preliminary Environmental Information Report (PEIR) was prepared in accordance with the Nationally Significant Infrastructure Projects: Advice Note 7 (June 2020) and was a preliminary document that reflected the Project's proposals at the time of statutory consultation. The PEIR was based on the draft proposals and enabled stakeholders and members of the public to comment on the Project at a stage when they could influence the design. The Environmental Impact Assessment (EIA) is published with the Development Consent Order (DCO) application and reflects the final design for the Project. Members of the public and stakeholders are able to view the EIA along with the application on the Planning Inspectorate website.			X	
9-2.502	Criticism that there appear minor discrepancies between the text of the full Preliminary Environmental Information Report (PEIR) and that of the Non-Technical Summary (NTS) PEIR, which seem to have arisen from an attempt to summarise in the latter the content of the former	The Environmental Statement (ES) (document reference Volume 6: Environmental Statement) presents the findings of the Environmental Impact Assessment (EIA), a summary is included in a Non-Technical Summary (NTS) (document reference 6.21)). The Non-Technical Summary has been reviewed to ensure that there are no discrepancies between the key elements of the ES.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.503	Criticism of the £1000 a year discount off energy bills for residents near to overhead lines proposed by the Government (e.g. this is not enough compensation to cover losses on property values)	The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).			X	
9-2.504	Suggest that the standard industrial grey paint colour is not used for pylons for the Project (e.g. due to visual impact)	National Grid uses a standard industrial grey paint colour across the majority of its assets. It is a colour we have used for several years as it provides a sympathetic balance between pylons blending into landscapes and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		skylines when seen from differing views and natural lighting.				
9-2.505	Criticism that the Equalities Act 2010 has not been considered / Concern that the consultation does not comply with the Equalities Act 2010	We follow a robust assessment process which we believe is appropriate for projects like this. Our assessments, strategy, plans and recommendations all come under Ofgem regulation and approval. Ultimately our processes will be assessed by the Planning Inspectorate and the relevant Secretary of State.	X		X	
9-2.506	Criticism of compensation rates offered by National Grid as the flat rates have not changed since 2010, and so fail to consider inflation / Suggest that compensation rates should be updated in line with inflation	National Grid's Land Rights Strategy and payments were reviewed and updated in early 2024. A copy of the Land Rights Strategy document can be found on the Project website.		X	X	
9-2.507	Criticism that National Grid will require winching compounds at intervals along the route	National Grid have standardised construction methods for new overhead line routes. The conductors would typically be installed in sections between tension (angle) pylons, where the overhead line changes direction. A bow-tie shaped pulling site would be established, for tension/angle pylons, at one end of the section with the conductors running out from a tensioning site at the other end of the section, to keep the wires off the ground. Pilot wires would be used to pull conductors between pylons. Additional fittings, such as spacers (to prevent the conductors from touching each other) and dampers (to prevent oscillations in the overhead line), would then be fitted to the conductors. An earth wire would run along the top of the pylons and contain optical	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		fibres to allow transmission of data around the system. As this is a new overhead line project, the engineering team will require access to every tower for the purpose of winching the conductors.				
9-2.508	Concern that National Grid did not send out 50,000 letters for the consultation as claimed (e.g. as many households, received multiple copies addressed to each household member, while others were entirely unaware of the consultation)	At the launch, and extension, of statutory consultation National Grid contacted properties within a Primary Consultation Zone (PCZ) of 1 km on either side of the alignment. This was approximately 77,000 properties. When we launched our targeted consultations, we wrote to properties within bespoke consultation zones that were developed to assist engagement with the local communities where proposed changes were being considered. Targeted consultations were open to anyone with an interest in the proposed changes, however as we were not asking for feedback on other sections of the route, or the Project as a whole, we did not directly write to everyone who was involved in statutory consultation. Where possible, we asked people to reference a specific change when leaving feedback. This is in line with governmental guidance on consultation for Nationally Significant Infrastructure Projects. Our compliance with government guidance and legislation is available in Chapter 4 of this Consultation Report.			X	
9-2.509	Criticism of the Environmental Impact Assessment (EIA) (e.g. significant deficiencies)	National Grid has undertaken a complete Environmental Impact Assessment (EIA) of the Project which is presented in the Environmental Statement (ES)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference Volume 6: Environmental Statement) in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 (the EIA Regulations) and relevant guidance. The methodology used to undertake the EIA is set out in Chapter 5: EIA Approach and Method (document reference 6.5). ES Chapter 2: Key Legislation and Planning Policy Context (document reference 6.2) identifies where the information defined by Schedule 4 of the EIA Regulations 2017 can be found within the ES. The EIA has been undertaken by competent experts with the relevant and appropriate experience in their respective topics. The EIA technical leads responsible for the individual chapters are provided in ES Appendix 1.1: Competent Expert Evidence (document reference 6.1.A1). Furthermore, National Grid submitted an EIA Scoping Report (document reference 6.19) to the Planning Inspectorate on 7 November 2022. The Planning Inspectorate (on behalf of the Secretary of State) formally adopted its Scoping Opinion (document reference 6.20) on 14 December 2022 which has informed the scope of the EIA for the Project.				
9-2.510	Criticism that consultation letter was not delivered to respondent until after the consultation events had taken place / Concern that not enough notice was given for consultation events (e.g. only 24/48 hours)	National Grid launched its statutory consultation on 10 April 2024 and all information was made live on this date. Our Community Newsletter was delivered to properties along the route from this date.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		While there may have been some postal delays in a handful of areas to the delivery of the Community Newsletter and other documents by Royal Mail, we also publicised the consultation through other means including in national and regional newspapers, on social media, and on our Project website. This should have provided sufficient notice for Public Information Events, with the first event held on 24 April and other events running until 17 May.				
9-2.511	Concern that the scoping documents for the Project do not show that a strategic approach to natural resource impact assessment has been taken (e.g. cumulative and indirect impacts, including on habitats and biodiversity, of the Project and other schemes in the area have not been considered)	An assessment on biodiversity has been undertaken as part of the Environmental Impact Assessment (EIA) and is included in Chapter 8: Ecology and Biodiversity) of the Environmental Statement (ES) (document reference 6.8). This assessment includes both direct and indirect effects on ecological receptors. A cumulative assessment has also been undertaken as part of the EIA, which includes cumulative impacts on ecology and biodiversity. This is presented in Chapter 17: Cumulative Effects of the Environmental Statement (ES) (document reference 6.17).			X	
9-2.512	Suggest that community engagement is undertaken before decisions are made, including public consultation on National Grid's Strategic Spatial Energy Plan	National Grid held three public consultations on our proposals for the Project, including two non-statutory in 2022 and 2023 and a statutory consultation in 2024 and additional targeted consultations in 2025. We reviewed and considered all the feedback that we received from these consultations and amended our proposals, where possible, in light of this.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The final decision on the project will ultimately be made by the Planning Inspectorate and the Secretary of State and we will not start work until a decision has been made. National Grid also notes the feedback regarding the Strategic Spatial Energy Plan (SSEP). However, the SSEP is being developed by the National Energy Systems Operator (NESO), as commissioned by the Government, and not by National Grid.				
9-2.513	Criticism that the Project contradicts the legal precedents, such as the landmark case of Newbury District Council v. Secretary of State for the Environment (1981), which established that the preservation of the character and appearance of an area is a material consideration in planning decisions	The case referred to, Newbury (1981), does not establish that preserving the character and appearance of an area is a material consideration in planning decisions. Regardless, we have considered the landscape and visual impacts of the Project in accordance with applicable statutory requirements and relevant policy and guidance. We follow a robust assessment process which we believe is appropriate for projects like Norwich to Tilbury. Our assessments, strategy, plans and recommendations all come under Ofgem regulation and approval. Ultimately our processes will be assessed by the Planning Inspectorate and the relevant Secretary of State.			X	
9-2.514	Concern that the Project contradicts the Human Rights Act 1998 and the European Convention on Human Rights enshrine the right to respect for private and family life, as well as the peaceful	We follow a robust assessment process which we believe is appropriate for projects like Norwich to Tilbury. Our assessments, strategy, plans and recommendations all come under Ofgem regulation and approval.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	enjoyment of one's home and possessions / Concern that the Project is in breach of Human Rights (e.g. by intending to use land not owned by National Grid)	Ultimately our processes will be assessed by the Planning Inspectorate and the relevant Secretary of State. We believe that our proposals have been developed in line with the Human Rights Act and the European Convention on Human Rights, including Article 8 and Article 1 of Protocol 1 of the ECHR.				
9-2.515	Concern the Project contradicts the landmark case of Garlick v. Cheltenham Borough Council (2001), by which the court ruled that the impact on the landscape and the loss of agricultural land are material considerations in planning decisions	We are unable to locate the case referred to, but we have considered both the Project's landscape impacts and impacts on agricultural land, in accordance with applicable statutory requirements and relevant policy and guidance.			X	
9-2.516	Criticism that the Project contradicts the case of Bushell v. Secretary of State for the Environment (1981) which established that the preservation of residential amenity and the protection of the natural environment are material considerations in planning decisions	The case referred to, Bushell (1981), does not establish the propositions identified by this feedback. Regardless, National Grid has considered the potential impacts of the Project on residential amenity and the natural environment, in accordance with applicable statutory requirements and relevant policy and guidance. Our assessments, strategy, plans and recommendations all come under Ofgem regulation and approval. Ultimately our processes will be assessed by the Planning Inspectorate and the relevant Secretary of State.			X	
9-2.517	Suggest that relevant bodies should be included in the consultation, including the Environment Agency,	Throughout the Project, including at the launch of our consultations, we contacted key stakeholders, companies, and community groups to ensure that we	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	River Stour Trust, East Anglian Waterways Association and the Inland Waterways Association	are engaging with as many people as possible. This included statutory undertakers, utilities providers, and local community organisations, including the Environment Agency who are a statutory consultee.				
9-2.518	Request that following each webinar, attendees are sent a list of each of the question raised along with National Grid's response to each question	The webinars held during statutory consultation were recorded and made available on the Project website. For GDPR reasons, we were not allowed to record the Q&A sections of the webinars where people's names and some personal information may have been shared. If people had specific questions following our webinars, we had a dedicated community phoneline and email available where we could provide answers.			X	
9-2.519	Threat of further legal action against the Project (e.g. judicial review)	National Grid notes the respondent's feedback. As part of the Development Consent Order (DCO) process applications can be made to the courts for Judicial Review (JR) after the Secretary of State has made his or her decision.	X		X	
9-2.520	Criticism that the Electricity Market Reform (EMR) study that National Grid have committed to provide, is not intended for release until September 2024, which is three months later than the last round of change control and the final statutory consultation submission – which are projected to take place in July 2024. Therefore, the results of the study intended to quantify the risk of the interaction will not be factored into the final submission of the redline	Following the statutory consultation we read and considered all the feedback received. The Project team then went through a series of change control meetings which resulted in amends to the alignment, access, and Order Limits. These meetings were held until November 2024 and considered the findings of relevant studies and reports, including National Grid's own studies which were published up to this point.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	route; and, by extension, the redline will be submitted without a thorough comprehension and consideration of the risks it entails	We have to continue to develop our proposals alongside these reports in order to meet the target set by the UK Government to connect 50 GW of offshore wind by 2030 and help achieve net zero.				
9-2.521	Concern that National Grid have not collaborated with the Department for Energy Security and Net Zero and Ofgem on the Project (e.g. with respect to alternative options)	National Grid develops its projects in line with government national planning policy and within the regulatory framework set out by the regulator, Office of gas and electricity markets (Ofgem). The 2023 and 2024 and 2025 Strategic Options Backcheck and Reviews (SOBR) are public documents setting out the decisions which are available for stakeholders including those referenced to see visibility of options evaluated. The 2023 and 2024 reports can be found on the Project website, the 2025 SOBR has been submitted with the application for development consent (document reference 7.17).			X	
9-2.522	Suggest that the Project is paused until the findings of the Winser Report have been taken into consideration (e.g. including the development of a meaningful strategic assessment and plan)	An independent report by Nick Winser, in his capacity as Electricity Networks Commissioner, was published on 4 August 2023. The report sets out recommendations for accelerating the rollout of electricity transmission infrastructure, which will be crucial to moving electricity generated from renewable sources to the places that need it. The Winser Report includes proposals to government on streamlining the consenting process for major schemes, and for a more strategic approach to planning the future of networks spatially.	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		At present, no change to regime has taken place because of the recommendations in this report and Norwich to Tilbury will continue to be developed as a Nationally Significant Infrastructure Project under the Planning Act 2008. The Project is at an advanced stage of design, having been in development for a number of years and pausing now would delay completion of the Project and the ability to transport electricity generated by offshore wind farms.				
9-2.523	Criticism that the Preliminary Environmental Information Report includes a short paragraph acknowledging that there are health concerns, but states that these are considered low with little to no justification as to why	The Preliminary Environmental Information Report (PEIR) was a preliminary document and reflected the Project proposals and information available at the time of the 2024 statutory consultation. This application is accompanied by an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations') and in consultation with the relevant local planning authorities and statutory environmental bodies. Further assessment, taking account of health-related environmental changes, on the physical and mental health impacts arising from the Project, including details on the methodology and criteria for assessment findings, has been presented in Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.524	Criticism that within the Preliminary Environmental Impact Assessment, the methodology used to assess flood risk is unclear, and as with a lot of the other surveys, seems to be mainly desktop based with various assumptions applied	Since publication of the Preliminary Environmental I Information Report (PEIR), the Project has been subject to a detailed Flood Risk Assessment (FRA) (document reference 7.9) that has appraised flood risk to and arising from the Project from a range of sources. The FRA (document reference 7.9) has been informed by data including flood mapping and flood modelling outputs and has been prepared whilst engaging with key flood risk management authorities. The FRA (document reference 7.9) has identified a range of good practice and additional mitigation measures that would be needed to ensure that flood risk to existing communities and infrastructure is not increased during construction and operation. These measures are described in the Outline Code of Construction Practice (CoCP) (document reference 7.2).			X	
9-2.525	Suggest that the regulatory framework should be updated to enable a strategic and collaborative approach to the issue of energy supply (e.g. including offshore windfarm providers, battery storage providers, Local Authorities and the Government) and to ensure that any future consultations provide a full range of considered and costed options	It is Government that sets out national planning policy for Nationally Significant Infrastructure Projects (NSIPs) like Norwich to Tilbury. Government also set out the regulatory framework, managed through the Office of gas and electricity markets (Ofgem). This is therefore a matter for government. If there are any changes to national policy or the regulatory framework, National Grid will take that into account and reconsider its proposals accordingly. The Project has set out a full range of considered and costed option within the 2025 Strategic Options Backcheck and Review (document reference 7.17).	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.526	Suggest that Ofgem enforce use of the Treasury Green Book	The Treasury Green Book provides guidance to public servants when considering government spending on assets and resources financed by the government. As such, it does not apply to National Grid or our projects and is not designed for application by National Grid or our regulator, Ofgem. But that doesn't mean we're exempt from scrutiny and external oversight, including from Ofgem. We've considered a wide range of policies and guidance in the development of our proposals for Norwich to Tilbury, including relevant National Policy Statements and the requirements of the Planning Act 2008. We've demonstrated how we've considered these factors throughout the Project's development. Ultimately, all proposals are examined by the Planning Inspectorate at submission for a development consent application.			X	
9-2.527	Criticism that National Grid dismisses the Community Sentiment aspect of the Project as being "not part of the Holistic Network Design (HND) methodology" in their response to the Electricity System Operator (ESO) study (especially when the ESO study shows all but one of the nine options studied are superior to the Project, which is rated red for Community in Section 7 in this respect)	National Grid notes the respondent's feedback. The Electricity System Operator (ESO) Study includes a separate analysis of 'community sentiment', which is distinct from the consideration of environment and community factors in the Holistic Network Design (HND) methodology. Given the differing geographical locations of alternative options to the current Norwich to Tilbury proposals forming Option 3, it is not clear from the ESO Study if or how the probable sentiment of the communities local to the other options has been taken into account. It is also not clear how the sentiment of potentially affected communities has been assessed by			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the ESO and the numbers that have been engaged with to determine an appraisal score nor what bearing the community sentiment ratings are expected to have on options appraisal. National Grid is committed to taking into account community feedback on its proposals. In line with processes and guidance from the Planning Act 2008 and National Policy Statements, stakeholders and the public are consulted during the proposed project's evolution allowing for feedback to have influence in the development of the location, design and mitigation proposals of our schemes.				
9-2.528	Suggest that an inflatable (or similar model) 50 m pylon is put on display at consultation events, so attendees have an appreciation of the size of the pylons proposed as part of the Project	We had a range of materials available at our public information events, including a 3D visualisation tool which showed the visual impacts of the Project from any property within 2.5 km of the alignment. In our Preliminary Environmental Information Report (PEIR) we also have visualisations available for specific sections of the route.			X	
9-2.529	Suggest contour maps are shared with the public showing the extent of all impacted landscape with the Project in place	At the statutory consultation, we had a range of maps available, alongside an interactive map on the Project website. At our public information events we also had a 3D visualisation which took into account land contours to show an accurate representation of the visual impact that the proposals would have on the local area.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We believe that this information provides an appropriate amount of information on the proposals to allow members of the public to engage and leave feedback.				
9-2.530	Oppose any alternative proposals to the Project which include Bradwell as a landfall	Our proposals for Norwich to Tilbury do not include Bradwell as a landfall point. Bradwell as a point of connection would require a greater amount of new infrastructure and is therefore less economic and efficient and would likely be associated with greater environmental effects.			X	
9-2.531	Criticism that the Project will result in dragging cables 20 km inland from the cost to multiple battery farms underground	We note the respondent's feedback regarding cables coming inland for 20 km, but as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) the alternative is for the 400 kV connection to be made closer to the coast. This would require two overhead line connections down the Tendring peninsula to the alternative coastal node rather than underground cables to a more inland node. This would have increased effects and would be at additional cost and therefore would be less preferred. In regard to other energy projects the approval of those is a matter for NESO and out with National Grid's control with approval being a matter for the relevant consenting authorities which includes the Local Planning Authority depending on scheme size.			X	
9-2.532	Criticism that the Project will result in minimal expansion facilities for new wind farms	National Grid is legally obliged (under our Transmission Owner Licence) to provide capacity at the dates formally agreed in contracts with energy generators (or			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		customers). Contract dates are set out by the National Energy System Operator (NESO) independent of National Grid. The Project will ensure sufficient capacity to manage the expected increase in offshore wind needing to connect in the coming years and beyond. National Grid does not have a duty to provide expansion facilities for new wind farms e.g. new or upgraded roads, manufacturing, testing or maintenance facilities that are associated with the expansion of wind farms.				
9-2.533	Criticism that the Project will result in noise, and fire risks from Lithium battery storage	Noise generated from construction activities will be restricted to agreed working hours and monitored to comply with current Health and Safety legislation. The use of lithium batteries on site will be documented within site specific risk assessments to ensure only approved batteries are used on site and plans are in place to manage any battery failure.			X	
9-2.534	A separate table was provided for Section K to the west of Chelmsford and Section L to the east. Paragraph 3.2.32 of the main report (June 2022) states that 'for each section topic a judgement is made as to whether the residual effects on a receptor would be positive, neutral or negative'. Criticism that the factors listed in paragraph 3.1.10 and the judgement of positive, negative or neutral effects are not evident in the analysis tables for Section K and L	National Grid would refer the respondent to the CPRSS appendices where for example it refers on page D14 to the potential to avoid significant adverse heritage effects or on page D15 to the potential for significant adverse visual effects. Similar examples are noted in the later pages covering corridor L. All corridors were considered on a comparable basis appropriate to decision making between different corridor options. The OAST tables set out the background information to those decisions which are expanded on further in the CPRSS main report.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.535	Concern that local landscape designations were not considered for the Project (e.g. as available within Local Plans and Neighbourhood Plans) / Concern that local landscape designations were not listed as a dataset used within the Geographic Information Systems (GIS) mapping for the Project	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA, which includes an assessment of landscape and visual effects. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes GLVIA3, the 2013 third edition of the 'Guidelines for Landscape and Visual Impact Assessment' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The methodology has been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The document sets out all data sources used to inform the baseline and the assessment of landscape effects. This includes a range of detailed landscape character sources from national to local level, and designated landscape publications, including: • Natural England's National Character Area profiles (Natural England, 2014) • Natural England's National Historic Landscape Characterisation (NHLC) Project • East of England Landscape Typology (Landscape East, 2010) • South Norfolk District LCA (LUC, 2001) • Suffolk LCA (Suffolk County Council, 2010)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		• Tendring District LCA (LUC, 2001) • Colchester Borough LCA (CBA, 2005) • Braintree, Brentwood, Chelmsford, Maldon and Uttlesford LCAs (CBA, 2006) • Essex LCA (CBA, 2003) • LCA of Basildon Borough (The Landscape Partnership, 2014) • Thurrock Landscape Capacity Study (CBA, 2005) • Land of the Fanns, LCA (Alison Farmer Associates, 2016) • Waveney Valley Valued Landscape Assessment (Alison Farmer Associates, 2024) • The Dedham Vale Landscape (LDA for the Countryside Commission, 1997) • Dedham Vale AONB Natural Beauty and Special Qualities and Perceived and Anticipated Risks (Alison Farmer Associates, 2016) • Dedham Vale AONB and Stour Valley Project Area1 Management Plan (Dedham Vale National Landscape and Stour Valley Project Area Partnership, 2021-26) • Dedham Vale AONB and Stour Valley Project Area State of the AONB Report 2018 (LUC, 2019)				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Other information sources are referenced, including Local Plan documents, and Neighbourhood Plans including those identifying key views. Relevant data was gathered and used to support the LVIA. The East Anglia Green Energy Enablement Consultation – June 2022 Review of Consultation Documentation in Relation to Sections K (ET1) and L (ET5), (Alison Farmer Associates, 2022) is also referenced.				
9-2.536	Suggest that National Grid should undertake a study of existing equipment, facilities, and routes already impacted by pylons, and, where possible, that these should be used for the Project	When considering how to meet an identified reinforcement need, National Grid identifies whether the need can be met by upgrade of the existing network to carry more power. In the case of Norwich to Tilbury this initial review led to the reconductoring of the existing overhead line from Norwich to Bramford as well as improvement to power control systems (noted in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published in 2022 and can be found on the Project website). These changes have increased capability but not sufficient to overcome the need for the Project. We also considered the potential to route alongside other existing overhead lines but concluded that these were less preferred (set out in the various Design Development Reports published in 2023 and 2024 which can be found on the Project website) and the 2025 Design Development Report (document reference 5.15).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.537	Criticism that consultation materials for the Project make no reference to where displaced earth from construction of the pylons will go and request details on how National Grid will address and manage this	It is anticipated that piled foundations would not result in large volumes of displaced earth as it is displaced laterally during the piling process creating an increased soil density around the pile. Pad and column foundations may result in some displaced materials which would be removed from site as required, this would be detailed in the Project's waste management plan developed by the Principal Contractor.		X	X	
9-2.538	Criticism that National Grid have refused to negotiate on the wording in the license agreements	National Grid has adapted and amended both the non-intrusive and intrusive survey license where possible, following feedback and comments from landowners, agents and the National Farmers Union (NFU). Where National Grid has been unable to accept suggested changes an explanation has been provided.			X	
9-2.539	Suggest the use of holistic spatial planning for the Project	The Project has been subject to strategic network exercises such as the Holistic Network Design (HND) and therefore has been subject to strategic network planning. National Grid is also engaged in the Strategic Spatial Energy Plan (SSEP) and Centralised Strategic Network Plan (CSNP) exercises. The Strategic Options Backcheck Review (document reference 7.17) submitted as part of this Development Consent Order (DCO) application sets out the Network Options Assessment (NOA) and HND recommendations as well as confirming National Energy Systems Operator (NESO) is currently transitioning from the NOA to a more comprehensive approach through the Centralised Strategic Network			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Plan (CSNP). Further to the extensive work carried out we are now at a stage where the Project is identified as critical to delivering a network which supports the 2030 clean power pathways.				
9-2.540	Concern that National Grid has not considered the electricity supply required for the proposed hydrogen hub (e.g. in relation to supporting an offshore route)	National Grid, as part of its backcheck and review process, always considers new applications for demand and generation, should one arise for any proposal, including for a proposed hydrogen hub, this would be taken into account. Strategic alternatives for the Project, including underground cables and offshore cables, have been considered and are set out in the published Strategic Options Backcheck and Reviews (SOBR) published in 2023 and 2024 (available on the Project website) and the 2025 SOBR (document reference 7.17).			X	
9-2.541	Criticism that National Grid have only stated that "work will be done" to determine damage and that they "will propose mitigations" where necessary, rather than proving this information in the consultation materials for the Project, meaning that consultees cannot be fully informed (particularly in the 2023 Feedback Report)	National Grid notes the respondent's feedback, the 2023 Non-Statutory Consultation Feedback Report was written based on the information available at the time of publication. At the point of the statutory consultation when this document was published, site surveys as well as the Environmental Impact Assessment (EIA) were still being undertaken and therefore it was not possible to give more detail at that stage. The EIA has been published with the application for development consent which assesses the impacts of the Project and includes any mitigation proposed.			X	

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9-2.542	Criticism that the National Policy Statement for Energy NPS EN-1 contradicts EN-5, and that National Grid have taken advantage of this to justify the Project (e.g. NPS-EN1 at 3.3.60 sets out expectations in respect of Critical National Priority (CNP), stating: '*subject to any legal requirements, the urgent need for CNP Infrastructure to achieving our energy objectives, together with the national security, economic, commercial, and net zero benefits, will in general outweigh any other residual impacts not capable of being addressed by application of the mitigation hierarchy. Government strongly supports the delivery of CNP Infrastructure and it should be progressed as quickly as possible'* but suggest that this should not be relied upon to avoid the requirements of NPS-EN5 2.9 for two reasons: Firstly, NPS-EN1 speaks of outweighing '*residual impacts*. However, EN5 makes clear that there can be no residual impacts. The provision cannot therefore apply. Secondly, NPS-EN1 clarifies that it is only those residual impacts '*not capable of being addressed'* which may be overridden, which is not the case given alternative options available to National Grid) / Suggest that National Grid are prevented from seeking to rely on the CNP provisions of NPS-EN1 in order to avoid recommended mitigations for the reason that (i) even residual impacts are unacceptable in the terms on NPS-EN5; and (ii) there are mitigations which could	National Grid develops its projects in accordance with relevant policy, submitting its proposals as an application for Development Consent. The points raised by the respondent are, in National Grid's opinion, matters considered by the determining authority and Secretary of State. No change is proposed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	be undertaken to avoid the damage, such as rerouting the Project and instead using EAS1					
9-2.543	Concern that the Preliminary Environmental Information Report (PEIR) does not identify all Public Rights of Way (PRoWs) impacted by the Project (e.g. only identifies a small amount of the total number of PRoWs)	Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), submitted as part of the Development Consent Order (DCO) application, includes an assessment of the potential effects on Public Rights of Way (PRoW) within the Order Limits, including footpaths. An Outline Public Rights of Way Management Plan (document reference 7.6) has been submitted as part of the DCO application to manage PRoW during construction. The Outline Public Rights of Way Management Plan (document reference 7.6) includes the proposed management regimes identified to mitigate the impacts of construction on the affected PRoWs across Norfolk, Suffolk, Essex and Thurrock. An assessment on the impact on Public Rights of Way during construction has been provided within Chapter 16: Traffic and Transport (document reference 6.16) of the ES (document reference Volume 6: Environmental Statement). The walking, cycling and horse-riding delays have been analysed for those PRoW that have a diversion. The magnitude of impact considered for the walkers, cyclists and horse-riders (WCH) delay depends on the journey length increase as defined in the (DMRB) LA			X	

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		104 Environmental Assessment and Monitoring and the magnitude of the impact is adjusted based on the duration of the impact, i.e. if the temporary increase in journey length along a PRoW is less than four weeks in any 12-month period. Details of the assessment can be found in ES Appendix 16.4: Traffic and Transport Construction Effects (document reference 6.16.A4).				
9-2.544	Criticism that National Grid have accessed respondent's land without a court order	National Grid in the first instance does not require a court order to enter land to carry out survey works. If access has been refused and National Grid can physically not take access after a notice has been served, then National Grid may need to obtain a warrant from the magistrate's court to allow reasonable force of entry. National Grid only serves notices under Section 172 of the Housing and Planning Act 2016 to obtain survey access when reasonable effort has been made to obtain voluntary access. Where voluntary access cannot be agreed, we are left with no other option than to use Section 172 powers. While notices are served, National Grids lands team still work with landowners and appointed agents to answer any questions or concerns.			X	
9-2.545	Criticism of policy which says that the cost of the work dictates which way the route will take, so as to give the 'best value' to the consumers, and suggest	Cost is one of the factors that needs to be considered in making decisions on the Project as guided by our duties under the Electricity Act 1989.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	that either the policy should be changed or an exception to the policy should apply for the Project	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances. However, the Government is aware that overhead lines may not be appropriate in particularly sensitive areas. The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting). Its aim is to ensure that decisions regarding the scheme design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid statutory duties and obligations are selected as preferred. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. The consideration of cost within the decision-making process is therefore one of our statutory duties and is not something that we could make representation to the Office of Gas and Electricity Markets (Ofgem) to waive.				
9-2.546	Suggest that National Grid consider the technical information set out in Natural England and Forestry	National Grid notes the respondent's feedback. Due consideration to both the Natural England and Forestry	X			X

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	Commission's Standing Advice on Ancient Woodland – plus supporting Assessment Guide and "Keepers of Time" – Ancient and Native Woodland and Trees Policy in England / Suggest that National Grid consider the Root Protection Zone (as specified in British Standard 5837) for any woodland within the development boundary, land required for temporary use or land where rights are required for the diversion of utilities	Commission's Standing Advice on Ancient Woodland, the supporting Assessment Guide and "Keepers of Time" – Ancient and Native Woodland and Trees Policy in England has been considered as part of the ancient woodland and veteran tree mitigation strategy (see Appendix B of the Outline Landscape and Ecological Management Plan (document reference 7.4)).				
9-2.547	Concern about public notices for the Project creating litter and / or concern that public notices for the Project are not biodegradable (e.g. due to waterproof finish) and / or suggest that National Grid should be fined for the littering of public notices for the Project	At the statutory consultation stage of a Nationally Significant Infrastructure Project (NSIP) National Grid needs to ensure that landowners / persons with an interest in a piece of land are aware of the consultation and can give feedback on the proposals. As part of this National Grid is required to put up notices in areas of unregistered land and then monitor them for the duration of the consultation period. Due to the fact these notices need to stay in place for several months they are made using waterproof materials. Also, where surveys are taking place and voluntary agreement to take access has not been reached, access notices will also be installed on site advising landowners that notice has been served and that access will be taken from a particular date. Once notices are no longer required, they will be collected from site and disposed of appropriately. If a member of the public has concerns that a notice is no longer attached to its original location, then please make			X	

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		contact with the Project's lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-2.548	Request that the evaluation model used by National Grid to assess options for the Project be made public	The assessment of potential alternative options was set out in the Corridor and Preliminary Routeing and Siting study (CPRSS) published in 2022 on the Project website. The strategic options are set out in the 2025 Strategic Options Backcheck and Review (document reference 7.17).			X	
9-2.549	Criticism that National Grid have delayed the creation of an independent body to consult on planning of the Project (e.g. to put it through)	National Grid notes the respondent's feedback. It has not been the intention of National Grid to form an independent organisation that inputs into the development stages of its proposals. The proposals as submitted are subject to scrutiny at examination by the Planning Inspectorate which is an independent organisation.			X	
9-2.550	Criticism of the number of signs (given that respondent's land is not registered with HM Land Registry) that have been put on respondent's land for notice of the Project (address not provided by respondent; 22 notices to date)	As part of consultation and the ongoing engagement with landowners, National Grid must put up a number of different site notices. One of these is unregistered land notices, which are put up in areas where land is not registered with the HM Land Registry. If a landowner has confirmed ownership of a piece of unregistered land			X	

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		and provided documentation, there would be no need to put up further unregistered land notices.				
9-2.551	Request that National Grid consider the National Policy Statement for Ports (NPSP) for the Project	The National Policy Statement (NPS) for Ports was published in January 2012 and provides the framework for decisions on proposals for new port development. It is also a relevant consideration for the Marine Management Organisation, established in the Marine and Coastal Access Act 2009, which decides other port development proposals, and for local planning authorities where they have a role to play. It applies, wherever relevant, to associated development, such as road and rail links, for which consent is sought alongside that for the principal development. Following consideration of feedback, direct engagement with relevant parties and further technical review, National Grid has modified the connection arrangements at Tilbury. We now propose to connect to the National Electricity Transmission System by establishing a new 'Tilbury North' substation to the south of Orsett Golf Course which would be connected into the existing 400 kV overhead line (running north from the existing Tilbury Substation). The main reason for making the change is that it removes the potential effects on important economic development sites (such as Freeport) where restrictions on development potential would be expected on part of the site with potentially regionally significant economic effects. As a result of this design change,			X	

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		National Grid has not included the NPS for Ports in its assessment of relevant planning policy.				
9-2.552	Suggest that National Grid should provide Easy Read for their consultation materials	All of our consultation materials were available in alternative formats on request. This included Easy Read, braille, and translations.			X	
9-2.553	Concern that the impact of the Project on aging populations (such as within Essex) has not been considered by National Grid	At the launch of our statutory consultation, we sent information relating to the project to all properties within 1 km of the 2024 preferred draft alignment. To ensure that we contacted all demographics, we also sent this information to community groups and organisations including regional Age UK centres along the route alongside The University of the 3rd Age and welcomed their feedback. We also made our consultation materials available in alternative formats on request for those who found them difficult to engage with.			X	
9-2.554	Criticism that National Grid has not provided an Environmental Impact Assessment / Criticism that the Environmental Impact Assessment is incomplete, so any environmental decisions are difficult and erroneous	National Grid produced a Preliminary Environmental Information Report (PEIR) which was presented at the statutory consultation. This presented the environmental information known at the time of the statutory consultation. We have produced an Environmental Impact Assessment (EIA) which has been submitted with the Development Consent Order (DCO) application.			X	

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9-2.555	Criticism that the Project was planned and contracts signed during the national lockdown with limited political scrutiny	The Electricity System Operator (ESO (now NESO) is the organisation that contracts with offshore wind farm operators. National Grid is not aware of any influence that the national lockdown had on the timing of these contracts being signed.			X	
9-2.556	Criticism of National Grid's reporting relating to soils and agricultural and the impact this has on the credibility of National Grid's reporting generally	Chapter 6: Agriculture and Soils (document reference 6.6) of the ES assesses the potential impacts of the Project on agricultural land, including Best and Most Versatile (BMV) land, and soils. The extent of BMV land within the Order Limits is informed by a detailed Agricultural Land Classification (ALC) survey, where results are reported in ES Appendix 6.1: Agricultural Land Classification (ALC) Report (document reference 6.6.A1). The approach to the assessment follows the current IEMA guidance, and ALC surveys have been conducted in accordance with published guidance.	X		X	
9-2.557	Criticism that National Grid have only considered this option for the Project (as opposed to options alternative to overhead lines) due to the time frame laid down by the government and/or the energy regulator	National Grid has considered multiple options for the Project, these are set out in the 2025 Strategic Options Backcheck and Review (document reference 7.17). This review of strategic options concludes that an onshore, overhead line solution is the most appropriate Project to take forward in order to meet the needs case.			X	
9-2.558	Suggest that all vehicles used for construction of the Project should be ULEZ compliant (e.g. to mitigate impact on air quality)	Appendix D: Outline Dust Management Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2) states that all on-road heavy vehicles would comply with the standards set within the			X	

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		London Low Emission Zone (LEZ) across all sites within Order Limits for the relevant class of vehicle. As the project is located outside the Ultra Low Emission Zone (ULEZ), the application of the LEZ standards is considered appropriate for this location.				
9-2.559	Concern that the delay in receiving the Written Scheme of Investigation (WSI) (November 2023) for the geophysics for the Project has resulted in a large amount of survey work being completed prior to receiving a final version of the WSI, and that a WSI for the trial trenching evaluation has not yet been provided to respondent for comment or approval	As the Project Order Limits and layout have changed so has the geophysical priority areas. Through comments from stakeholders and changes in priority areas, the geophysical survey Written Scheme of Investigation (WSI) has also changed. The latest geophysical survey WSI (version 9) was produced in April 2025 and was shared with stakeholders for comment. An Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) for the Project has been produced and agreed with relevant stakeholders.		X		
9-2.560	Concern that there is not enough time for National Grid to complete the surveys (on the Historic Environment), especially the trial trenching	Sufficient archaeological survey data has been gathered to undertake a robust impact assessment and design mitigation. This will be supplemented post submission with further survey data and presented in an addendum to the ES ahead of DCO examination. The approach to providing Supplementary Environmental Information (SEI) for archaeology post DCO submission has been agreed with Historic England and the archaeological advisors for Norfolk County Council, Suffolk County Council and Essex County Council. The SEI is not expected to introduce any additional significant effects to		X		

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		those presented in the ES and would provide more detail around mitigation. Further details are provided in ES Chapter 11: Historic Environment (document reference 6.11).				
9-2.561	Criticism that the Electricity System Operator (ESO) have assumed that 100% of contracted projects in the South East will be successfully awarded Contract for Difference and require connection to the network by 2030	The Electricity System Operator (ESO) acknowledges that not all projects in the connection queue will progress as planned. Factors such as planning delays, financing challenges and unsuccessful Contracts for Difference (CfD) bids can impede project advancement. Therefore, the ESO does not operate under the assumption all contracted projects will be realised by 2030.	X	X		
9-2.562	Suggest that the Project should be delivered by a company other than National Grid (e.g. for an offshore option)	National Grid notes the respondent's feedback. The need case and the identification of the preferred strategic option to meet that need is not influenced by the delivery organisation.			X	
9-2.563	Concern that the Project will not be delivered on time, and suggest that National Grid to plan and assess the actual risks of delay and deliverability (e.g. as many strategic infrastructure projects across the UK have demonstrated a difficulty in being delivered on time)	Works are programmed and scheduled in a way that we are envisaging this Project being delivered in line with the governments targets. We do aim to manage risks throughout the project lifecycle and will aim to complete in line with government targets. There are risks and events that can happen outside of the projects control and if any of these occur, we will aim to mitigate to the best of our ability.			X	
9-2.564	Suggest that pylon locations should be appropriately assessed prior to submission of the Development Consent Order (DCO) application for the Project,	National Grid notes the respondent's feedback. Advice Note 9: The Rochdale Envelope (Planning Inspectorate, 2018) provides guidance regarding the degree of			X	

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	and should the location of a pylon need to be revised for the Project, then the new pylon location should be reconsulted on and evidenced (e.g. given that the Preliminary Environmental Information Report (PEIR) makes the assumption that the draft Order Limits are approximately 100 metres wide (50 metres either side of the overhead lines) to allow for flexibility when it comes to the location of the pylons if the submitted location proves to be unsuitable)	flexibility that may be considered appropriate within an application for development consent under the Planning Act 2008. The advice note acknowledges that there may be parameters of a project's design that are not yet fixed and, therefore, it may be necessary for the Environmental Statement (ES) to assess likely worst-case variations to ensure that the likely significant environmental effects of the Project have been assessed. Sufficient flexibility within the design is allowed to provide the future design and build Main Works Contractor(s) with sufficient scope for value engineering through innovative design and / or construction techniques and to respond to unknown information such as ground conditions. As such, the Project design presented in this ES and the accompanying assessment, reflects the need for this flexibility and the requirements of Advice Note 9: Rochdale Envelope (Planning Inspectorate, 2018) to ensure that the likely significant effects of the Project are assessed. This means that the assessment presented covers this flexibility and no further consultation is needed for change within the defined flexibility. Furthermore, the design has been informed by the EIA with the design reflecting iterative working between the designers and the environmental specialists. The Order Limits include the Limits of Deviation (LoD), which represent the maximum locational flexibility for permanent infrastructure, such as the overhead line,				

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		pylons, underground cables, Cable Sealing End (CSE) compounds, the proposed East Anglia Connection Node (EACN) substation and the proposed Tilbury North substation. To assess the potential effects of these elements, a realistic worst-case scenario has been identified, with due consideration given to how the flexibility in design may affect the assessment, with Section 7 or Section 9 of each environmental topic chapter within the Environmental Statement presenting the findings of the assessment.				
9-2.565	Request that the Environmental Statement (ES) submitted with the Development Consent Order (DCO) application appropriately assesses and addresses the impacts of overhead lines and pylons (e.g., visual, design, noise, health, safety and traffic impacts) as well as cumulative impacts with other proposed developments (e.g. residential development at Ongar Road in Chelmsford) to ensure that there are no adverse effects	The Environmental Statement (ES) (document reference Volume 6: Environmental Statement) assesses the likely significant residual effects of the Project on a variety of environmental topics including, Landscape and Visual, Noise and Vibration, Health and Wellbeing and Traffic and Transport, along with mitigation measures proposed to reduce the effects. ES Chapter 17: Cumulative Effects (document reference 6.17) reports any cumulative effects as a result of the Project's interaction with other projects. The Electric and Magnetic Field Compliance Report (document reference 7.8) assess the compliance of the Project with exposure limits and policies in place for the protection of the public from electric and magnetic fields (EMF).			X	

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9-2.566	Criticism that the Preliminary Environmental Information Report (PEIR) for the Project reports initial assessment findings without sufficient detail on which to base a detailed consultation response. The PEIR notes the Environmental Statement (ES) will follow guidance available from the Institute of Environmental Management and Assessment (IEMA). The ES should report on the evidence and professional judgement on which the assessment of significance is based and report in accordance with the IEMA guidance. One purpose of the impact assessment is to enable local communities to understand the potential effects from the scheme and provide an opportunity to influence scheme design and impact assessment findings. There are occasions where community impact reports, which consider specific communities, should be provided. A linear development, such as transport or distribution systems will impact on a large number of separate communities, in addition to scheme wide impacts. This can create environmental statements that are overly complex, repetitive, and difficult to interpret, particularly for local communities. In these cases, the ES should include scheme wide assessments supported by logically geographically bounded community impact reports. These community impact reports should draw together relevant findings that relate to health. This requires no additional work but requires the bringing together	The Preliminary Environmental Information Report (PEIR) presented the baseline and assessment of the Project as it was understood at the time of the statutory consultation. A complete Environmental Impact Assessment (EIA) has been carried out and this is presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects. The ES breaks the Project down into 'Project Sections', which largely correspond to local authority boundaries. The ES, when talking about a receptor, reports them in relation to the Project section in which they are located to aid the reader. The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce	X			

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	of existing information relevant to each community / geographic area	through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.567	Criticism that Paragraph 3.4.2 of the Appendix 11.1 of the Preliminary Environmental Impact Report (PEIR) (Historic Environment Baseline Report: Annex C Cultural Heritage EIA Methodology Document) incorrectly states that the Historic Environment Baseline Report has been split based on archaeology, built heritage and historic landscape characterisation, where it is actually split between time period, with sub-categories of designated and non-designated heritage assets, and suggest that the methodology or baseline report should be updated to ensure the documents reflect each other. With this, also suggest that a split as per the methodology (between archaeological, built and landscape features) is used	Although Annex C: Historic Environment Assessment Methodology of ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) does state that the Baseline Report will be split between archaeology, built heritage and historic landscape characterisation, the Baseline Report as is split between eight Sections (A-H) largely based on local authority boundaries. Within these areas the data is present under sub-areas: historic landscape characterisation, conservation area and then all other assets (designated, non-designated, built, archaeological etc) are described within their time periods. This has been discussed and agreed with stakeholders.		X		

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9-2.568	Concern that National Grid's response to concerns on cumulative impact in the Non-Statutory Consultation Feedback Report April 2024 (Paragraphs 4-5-107, 4-5-89, 4-5-17, and 4-5-19) is general (given that further information is to be provided within the final Landscape and Visual Impact Assessment (LVIA)) and suggest that the Project should comply fully with the Planning Inspectorate's Advice Note 17 on cumulative impact which states: '*The description of the likely significant effects on the factors specified in regulation 5(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development*.' This guidance requires a detailed explanation and evaluation of the cumulative impact of the many infrastructure and generation projects in the area and also an assessment of the impact of multiple projects during their construction phases	Chapter 17: Cumulative Effects of the Environmental Statement (ES) (document reference 6.17) complies with Schedule 4, paragraph 5 of the Environmental Impact Assessment (EIA) Regulations and Nationally Significant Infrastructure Projects (NSIPs): Advice on Cumulative Effects Assessment' (September 2024). The chapter assesses the likely significant intra-project and inter-project cumulative effects during construction and operation (and maintenance). Furthermore, the chapter summarises the likely significant intra-project and inter-project cumulative effects, proposed mitigation and residual intra-project and inter-project cumulative effects during construction and operation (and maintenance).	X			
9-2.569	Section 16.2 of the Preliminary Environmental Information Report (PEIR) sets out matters in respect of National Policy Statement for Energy (NPS) EN-1 and EN-5, however paragraphs 5.14.8 (disruption to transport services and infrastructure) and 5.14.12 (encouraged a modal shift of freight from road to other modes) of the EN-1 are not	The Transport Assessment (TA) (document reference 7.11) has considered National Policy Statement (NPS) EN-1 and EN-5 in relation to disruption to transport services and infrastructure and modal shift of freight from road to other modes.		X		

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	mentioned and should be considered by National Grid, and section 2.5 of EN-5 is also not mentioned and should be considered by National Grid					
9-2.570	Criticism that it is unclear whether the study area, set out in section 16.5.2 of the Preliminary Environmental Information Report (PEIR) includes junctions connecting with the Strategic Road Network (SRN), and these should be included, unless evidenced otherwise	Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the road links on the Local Road Network (LRN). The assessment of the junctions along the LRN and the connection to the SRN have been assessed in the Transport Assessment (TA) (document reference 7.11)		X		
9-2.571	Criticism that there is no commitment on the number of vehicles using the construction routes as part of the Project, which brings risks to any conclusion on the extent of impacts, for instance caps on HGV numbers should be presented to give confidence in the assessed results	Further information on traffic numbers over the construction period is provided as part of the Development Consent Order (DCO). Total number of proposed trips and associated traffic impacts are presented in Chapter 16: Traffic and Transport of the Environmental Statement (ES) (document reference 6.16). The Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) presents the enforcement options, where non-compliance will be investigated. This includes exceedance of daily target of vehicle numbers, where the non-compliance procedure will be followed, with Local Highway Authorities informed. The CTMP also displays the vehicle numbers expected throughout the construction period in Section 5.4.		X		

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9-2.572	Preliminary construction workforce numbers are indicated as 800 FTE (full time equivalent) employees, however, no evidence is provided to support these figures. More details will be expected at the Development Consent Order (DCO) submission including the origin of these figures and the profile across the life of the project, including origins of the workforce and how that informs the assessment of travel to site and the Travel Plan. These assumptions should feed into management and monitoring within the relevant management plans, including around shift patterns. Consequently, as there is limited data on workforce numbers, any conclusions reached on impacts relating to vehicle movements is treated with caution	The potential percentage split of local and non-local workers are reported in Chapter 4: Project Description (document reference 6.4) and Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement (ES). An Outline Construction Worker Travel Plan (CWTP) has been prepared and is appended to the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which has been submitted as part of the Development Consent Order (DCO) application.		X		
9-2.573	National Grid's assessment of traffic is based on changes in daily traffic flow, however, consideration is needed towards assessing the hour of greatest change	Chapter 16: Traffic and Transport of the Environmental Statement (ES) (document reference 6.16), submitted as part of the Development Consent Order (DCO) application, includes the assessment of daily movements on road links on the Local Road Network (LRN). This provides a comprehensive view of traffic impacts across the day. In addition, an assessment of the junctions along the LRN and the connection to the Strategic Road Network (SRN) have been included in the Transport Assessment (TA) (document reference 7.11) for peak hours and a profile of change over the duration of works provided. The assessment has been undertaken for the AM and		X		

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		PM peak hours following standard industry practice as these periods represent the times when the highway network is most sensitive to potential adverse impacts due to capacity constraints and travel patterns.				
9-2.574	National Grid's assessment of traffic identifies 12 hours shift patterns and it is recommended through the Construction Transport Management Plan (CTMP) that a monitor and manage process is embedded to ensure these shift patterns are monitored and commensurate with those assessed. Typical shift patterns would also be expected. If not, to either assess if the impacts are material or to identify additional management measures that can be put in place to address these impacts. As a large proportion of traffic impact is likely to therefore be in a short specific time frame and only assessing the 12 hour impact dilutes this impact against a greater baseline of traffic	As part of the pre-application process National Grid engaged with the relevant highway authorities and their highways teams and National Highways to understand and gain information on their local road networks (LRNs). This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). In the Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) a 12-hour		X		

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		assessment period has been adopted to provide a comprehensive view of traffic impacts across the day for the 7am – 7pm shift patterns, that is the time in which receptors are most likely to be affected. However, to take into account the most sensitive times of the day, the assessment of the peak periods have been carried out in the Transport Assessment (document reference 7.11).				
9-2.575	Consideration should be given to the impact on delay to the highway network as a result of the use of crossing points. Further information on the crossing points would be expected as part of the Development Consent Order (DCO) including visibility splays, vehicle swept paths, traffic management, data on relative use of the access, road construction and Stage 1 Road Safety Audit with designer's response	National Grid has worked with the relevant highway authorities and National Highways as we developed our access proposals for the Project. Our assessments have included visibility, highway geometry, and vehicle swept paths. As part of the design development of the Project, the proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety have been developed. This may include temporary traffic management measures such as speed limit reductions and/or temporary signals, the various measures vary across the project based on traffic numbers, scale of mitigation required and road classification. National Grid has also engaged with the relevant highway authorities, and their highways teams and National Highways to understand and gain information on their local road networks (LRNs). This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application.		X		

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		The proposed mitigation at crossovers have minimal impact to traffic on the road. Temporary traffic management such as traffic signals would only be activated when construction vehicles are required to cross the road, therefore general traffic would only be held at that time so unlikely to cause any significant delay.				
9-2.576	When considering traffic, it would be beneficial for the Environmental Statement (ES) to give a clear understanding of the impacts at all the relevant locations, potentially setting out a profile of the Project so it will be clear what impacts are short term	Chapter 16: Traffic and Transport of the Environmental Statement (ES) (document reference 6.16) includes the assessment and significance of impact of daily construction movements on road links on the local road network that form the Primary Access Routes (PARs) between the Project and the strategic road network (SRN). AM and PM peak hour traffic assessments of key junctions along the LRN and the connection to the SRN have been assessed in the Transport Assessment (TA) (document reference 7.11). A profile for construction traffic over the duration of the project is also provided to show when peak activity occurs.		X		
9-2.577	When considering traffic flows, a growth factor is referred to. This should be set out including how it has been calculated and details on the calculation method for obtaining 12 hour flows. There is a concern over whether the application of generic figures from the Strategic Road Network (SRN) is applicable on rural roads	The future baseline traffic on the SRN /major road network (MRN) is presented within the Transport Assessment (TA) (document reference 7.11) and has been estimated by applying appropriate growth factors derived from Trip Env Model Presentation Program (TEMPro) National Trip End Model (NTEM) dataset v7.2 with baseline year 2023. The data was extracted for the four local highways authorities as the routes combine		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		multiple different Middle Layer Super Output Areas (MSOAs) and for rural roads.				
9-2.578	The requirement for further environmental assessment has been identified where the Project may give rise to any significant and transport effects following the Institute of Environmental Management Assessment (IEMA) criteria, and this has been found to occur to primary access route 50, A1016, as collision clusters have been found at its junctions with Rainsford Road and Chelmsford Road. These are a proportional change in HGV's is greater than 30%, indicating a material impact. Further details are needed on the relative impact, the context of the collisions and the potential need for mitigation	The analysis of the collisions have been updated with the latest DfT, Road traffic statistics - Road collisions (STATS19 database) for the three year period 2021-2023, Details of the collisions are included in ES Appendix 16.2: Traffic and Transport Baseline Conditions (document reference 6.16.A2). ES Chapter 16: Traffic and Transport (document reference 6.16) includes the following assessment related to road collisions: Identification of collision clusters Analysis of the collisions for vulnerable users (walkers, cyclists and horse-riders) Collision data analysis along the full length of the road links to identify patterns in collision locations in order to establish any areas of safety concerns, considering light conditions, weather conditions and road surface conditions. No specific collision patterns were identified based on conditions Calculation of the collision rate per billion vehicle kilometres on the road links forming the Primary Access Routes (PARs) to compare against the national statistic, to identify any hotspot. The A1016 has a collision rate below the national accident rate per billion vehicle kilometres		X		

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		The expected number of construction vehicles during the peak hour on the worst-case day is of 27 HGVs on both directions. The duration of this impact is expected to be low, i.e. one week and therefore, not considered to be significant. A rise in traffic flow can potentially increase the risk of collisions. However, it is considered that the temporary increase in construction traffic associated with the Project is unlikely to materially affect safety. Mitigation measures are provided within the Outline CTMP (document reference 7.3). The overall effects on road user safety from the construction phase would be short-term minor adverse and not significant.				
9-2.579	No mitigation is identified for the Primary Access Routes (PARs) 44, 46, 49, 50, 51, and 53. One of these is a sensitive location experiencing effects, and it is unclear why there no mitigation required for these locations	Highway mitigation has been provided to Link PAR 44 - A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Rd several locations to accommodate design vehicle movements.: Further details can be found in the Development Consent Order (DCO) Access, Rights of Way and Public Rights of Navigation Plans (document reference 2.5). Additionally, ES Chapter 16: Traffic and Transport (document reference 6.16) and the Transport Assessment (document reference 7.11) include additional mitigation as a result of the assessment for the following road links: Link PAR 44 - A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Rd		X		

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		Link PAR46 - B1008 Braintree Rd / B1008 Main Rd Link PAR 49 - A414 Three Mill Hill / A1114 London Rd Link PAR50 - A1016 Waterhouse Ln / A1016 Rainsford Ln Link PAR 51 - A1060 Rainsford Rd / A1060 Roxwell Rd				
9-2.580	Pinch points should be considered along the Primary Access Route providing access to H28-A2 and H29-A1, shown on the Construction Access Plans, including on Rainsford Road to the immediate west of its junction with the A1016 and further assessment of the A1060 junction with Park Avenue. It would also be beneficial to know whether the presence of the haul road would negate the need for any traffic to travel through Chelmsford. If this route is used, then Chelmsford City Council would want to see peak hour restrictions on HGV movements on this route. Furthermore, part of this route has a collision cluster, and consideration should also be given to what measures can be put in place as a result of road speeds	National Grid has worked with the local highway authorities and National Highways as we develop our access proposals for the Project. As part of the design development vehicle swept path analysis has been completed for each Primary Access Route (PAR). Based on this assessment, no constraints have been identified on H28-A2 and H29-A1 that require additional mitigation works. The PAR H28-A2 and H29-A1 are required for access due to severance of the haul road at Writtle College. Our assessments have not identified a suitable alternative access route to this section of temporary haul road. As part of the pre-application process National Grid has engaged with the relevant authorities, and their highways teams and National Highways to understand and gain information on their local road networks (LRNs). This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The Outline CTMP provides details about the proposed construction access strategy		X		

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		that has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors. The Outline CTMP highlights any restrictions to reduce impacts to other road users from construction traffic related to the Project. The Transport Assessment (TA) (Document Reference 7.11), submitted with the Development Consent Order (DCO) application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns during construction. Mitigation measures are proposed to minimise likely adverse impacts. The A1060 junction with Park Avenue has been modelled as part of this capacity assessment. The junction will operate within capacity if signal optimisation is implemented in both AM and PM peak hours. No further mitigation is required.				
9-2.581	Access H25-A2 as shown on the Construction Access Plans would be via a layby to the side of A131 Braintree Road, and concerns are raised between a conflict between the use of the layby and the use of the access by HGV vehicles	National Grid has noted the feedback received. As part of the design development the H25-A2 access bellmouth has been changed from its original location at the lay-by to a new location further north. The new access bellmouth now uses an existing access point.		X		
9-2.582	The Construction Transport Management Plan (CTMP) needs to set out what elements of the works would be covered by its provision. The Project would result in the removal of vegetation to obtain adequate access for construction and this has the	The Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) sets out all the applicable provisions it relates to. Which does include removal of vegetation among other provisions.		X		

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	potential to create disturbance to the highway network. It is expected therefore for the CTMP to be applicable to all works					
9-2.583	EN-1 sets out the need for achieving sustainable transport patterns. Measures should be put in place that ensure high levels of car share or other non-car modes reflecting any assumptions within the Environmental Statement (ES) and Transport Assessment. This should be monitored, reported and managed to respond to low levels of car share	An Outline Construction Worker Travel Plan (CWTP) (which is appended to the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) has been prepared and submitted with the Development Consent Order (DCO) application. The Outline CWTP (document reference 7.3) sets out the strategy and measures which would be adopted by National Grid and the main works contractor(s), subject to agreement with the local highway authorities and National Highways. The Outline CWTP (document reference 7.3) has been considered within Chapter 16: Traffic and Transport of the Environmental Statement (ES) (document reference 6.16) and Transport Assessment (TA) (document reference 7.11)) with the aim of reducing the potential environmental impact of construction staff on the local road network (LRN)/major road network (MRN)/Strategic Road Network (SRN), ensuring appropriate consideration is given to the safety and travel patterns of site workers, and to encourage construction workers to travel to the site via sustainable modes.		X		
9-2.584	Any gates to the Project should be set back to ensure that waiting vehicles have sufficient space to sit without blocking the highway. These should be shown on any relevant plans showing the access to	National Grid would install security fencing and gates at all site access points to secure the works area, construction corridor, and haul roads. Security gates would be set back at least 20 m from the edge of the		X		

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	the Project. Typical elevations of these gates shall also be provided	carriageway, allowing vehicles to stop outside the gate without obstructing the public highway. A typical site access point layout, including construction vehicle tracking, visibility splays, and fencing arrangements, can be found on Drawing AENC-NG-ENG-DWG-0002 within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
9-2.585	Concern that the Project does not align with the commitments outlined National Grid's Responsible Business Charter 2023 (e.g. in relation to protection of the environment)	National Grid notes the respondent's feedback. The manner in which Nationally Significant Infrastructure Project's (NSIPs) are developed is set out in the Planning Act 2008 and various environmental legislation. In developing projects we also take into account National Grid's statutory duties as well as its own commitments to the environment including the principals set out in the Responsible Business Charter 2023. In developing proposals for the Project, how we are proposing to avoid, minimise or mitigate effects is assessed and set out in the Environmental Statement (ES). National Grid has set itself a target of delivering at 10% Biodiversity Net Gain (BNG) with wider environmental and societal value on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area should be enhanced by 10% greater than prior to the construction of the Project.			X	
9-2.586	Suggest that National Grid appoint a liaison person to work with local communities and the local	Throughout the development of our proposals National Grid has worked closely with local planning authorities			X	

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	authority for the Project (e.g. to ensure that any temporary diversions are in place and signed off by the relevant officer)	for the areas that would be affected by the Norwich to Tilbury proposals. If we receive development consent, we would continue to work with relevant stakeholders and local communities to ensure information is communicated and to respond to concerns and complaints. .				
9-2.587	Suggest that National Grid should provide a timeline comparison for the Project against an offshore alternative	Depending on the specifics of any particular project, the programme to deliver an onshore overhead line solution or a subsea solution are not considered to be significantly different. To embark on an alternative option for Norwich to Tilbury at this stage would not be deliverable within the required timescales in order to meet the need case, as set out in the 2025 Strategic Options Backcheck and Review (document reference 7.17).			X	
9-2.588	Request that Project is compliant with local and national policy requirements	National Grid notes the respondent's feedback. Nationally Significant Infrastructure Projects (NSIPs) of this nature are guided by National Planning Policy (NPS EN-1 and EN-5). However local planning policy is considered in developing the design of the Project where possible.	X			
9-2.589	National Grid have a duty to address concerns from the community, local authorities and interested organisations across the Norwich to Tilbury area on impacts of the Project and whether or not the Project impacts the Dedham Vale National Landscape	Throughout National Grid's consultation process, we have consulted with a range of stakeholders including parish, district, and county councils alongside properties and communities along the route. We have asked for and considered feedback from these groups at our non-statutory consultations in 2022 and 2023, statutory	X			

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	(previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	consultation, subsequent targeted consultations and landowner consultation in 2025. Our proposals have been revised following these consultations based on the feedback we received. This was considered along the whole route, not just in the Dedham Vale National Landscape.				
9-2.590	Request that National Grid provide evidence of meeting their enhanced duty under Section 85 of the Countryside and Rights of Way Act 2000 (as amended)	Section 85 of the Countryside and Rights of Way Act 2000 (as amended) requires that '*In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty*'. National Grid (NG) is a relevant authority for the purposes of this Act. NG has committed to underground cables in the areas of highest amenity value (Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)). NG has also assessed the impacts on designated landscapes, including Dedham Vale National Landscape. This includes consideration of the setting of the National Landscape. The full assessment of the effects on the National Landscape can be found in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).	X			

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9-2.591	Criticism of National Grid's decision to not assess or quantify the impact of the Project on the health and wellbeing of those affected	Chapter 10: Health and Wellbeing (document reference 6.10) of the Environmental Statement (ES) includes a health and wellbeing assessment of the Project. The assessment considers impacts to physical and mental health during construction and operation in line with recent Institute of Environmental Management and Assessment (IEMA) guidance (Nov 2022) on scoping and determining significance in the assessment of human health in Environmental Impact Assessment (EIA). In line with this guidance, Health Impact Assessment (HIA) principles are incorporated into the assessment, and therefore a separate HIA is not proposed.	X		X	
9-2.592	Request comprehensive environmental review and detailed mitigation plans with a 100% commitment to return the impacted land to pre-project status	A complete Environmental Impact Assessment (EIA) has been carried out and the results are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) which accompanies the Development Consent Order (DCO) application. The assessment presented aligns with advice provided in the Planning Inspectorate's Advice Note 7: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements and the Infrastructure EIA Regulations 2017. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects. Further details of mitigation required is recorded within	X			

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		the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Outline CoCP (document reference 7.2) includes measures to ensure appropriate reinstatement of land following construction, such as the management and reinstatement of soils.				
9-2.593	Suggest that a Distribution System Options Report should be produced for the Project (e.g. to ensure potential environmental and electricity system and economic benefits of the Project are fully realised, mitigating the impact on local supply and connectivity issues in the Stowmarket area for, and around, the Freeport at Gateway 14). This will require effective collaboration between National Grid Electricity Transmission (NGET), UK Power Networks (UKPN) and Ofgem	National Grid liaises regularly with electricity Distribution Network Operators (DNO). In East Anglia that is UK Power Networks (UKPN). Potential opportunities to rationalise, or make new connections to, the local network, or high demand centres, such as Gateway 14 requires a combination of the developer, the DNO and National Grid identifying a need case that would be supported by the regulator, Office of gas and electricity markets (Ofgem), or funded by some other means. National Grid is required under its transmission licence, to make connections where applications are made including to local networks or demand centres If a connection application is made National Grid would progress it accordingly.		X		
9-2.594	Criticism of National Grid's interpretation of the National Policy Statement for Energy (NPS-EN5) / Criticism that National Grid have not considered changes made by Government to NPS-EN5 designed to put beyond question the fact that cables must be undergrounded near to National Landscapes and that even residual impacts there are unacceptable	National Grid disagrees with the respondent's interpretation. We would also note that undergrounding through the National Landscape has been extended to the north and south and has also been proposed where the connection alignment is in proximity to the National Landscape near Great Horkesley. The National Policy Statement (NPS) EN-5 does not state that any residual impacts are unacceptable but refers to harm and the			X	

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		need to balance drivers for undergrounding against the effects caused by undergrounding and the costs (see for example NPS EN-5 paras 2.9.22 and 2.9.24). It is acknowledged that the tops of some pylons will be visible in certain views from the National Landscape but considering the NPS EN-5 wording we do not consider further undergrounding to be justified.				
9-2.595	Criticism that National Grid place deliberate constraint upon those they undertake to consult / Criticism that in references to Heritage assets, National Grid undertake to consult with Historic England and with Local Planning Authorities but do not undertake to consult or consider the views of custodians and owners of those assets	Throughout the development of our proposals, at our non-statutory consultations in 2022 and 2023, our statutory consultation in 2024, subsequent targeted consultations and the landowner consultation in 2025, we welcomed feedback from residents, landowners, business owners, and anyone else interested in the area. It involved custodians and owners of heritage assets. In addition, we engaged with key statutory stakeholders representing important environmental and heritage groups. Stakeholders concerned about a heritage asset had the opportunity to raise this in their consultation feedback, not just Historic England and local planning authorities (LPAs). We considered all the feedback as we developed our proposals. When we launched our targeted consultations, we also consulted with residents and properties within a bespoke consultation zone; these were developed in proportion to the change proposed. We consulted with key stakeholders, landowners, and community groups to			X	

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		ensure that all those interested in the proposed changes were contacted.				
9-2.596	Suggest that boundaries between groundwater vulnerability zones may not reflect underlying conditions at the resolution provided, and the complex geology of superficial deposits in East Anglia often contain higher conductivity strata than can create preferential pathways for pollutants (Preliminary Environmental Information Report (PEIR) Section 9.6.46)	Groundwater vulnerability data is used in conjunction with other sources of information to determine the sensitivity of groundwater receptors. Chapter 9: Contaminated Land, Geology and Hydrogeology of the Environmental Statement (ES) (document reference 6.9) recognises the presence of high vulnerability areas.	X			
9-2.597	Suggest the Strategic Options Back Check and Review Report is updated to reflect the proposed upgrade / replacement of the existing 132 kV Bramford to Twinstead overhead line (400 kV) through which power is currently transmitted from Bramford to Tilbury (e.g. existing lines via Twinstead and Rayleigh)	This Project and the review of strategic options has taken the Bramford to Twinstead reinforcement, and the capacity it provides, into account, and this is included in the needs case as set out in the 2025 Strategic Options Backcheck and Review (document reference 7.17).			X	
9-2.598	Concern that Sizewell C is included as justification for the Project in Table 3.2 (Page 32) of the Strategic Options Back Check and Review Report as well as for the Bramford to Twinstead upgrade proposal and is therefore being double counted (e.g. it suggest that there is sufficient capacity already for Sizewell supply to London through the existing Twinstead / Rayleigh / Tilbury lines or via Twinstead to Pelham overhead lines), and suggest that Table 3.2 should be improved to demonstrate needs case for the	The Bramford to Twinstead reinforcement and Norwich to Tilbury show the whole generation background in the area. There is no double-counting as more generation has been contracted in the area. The volume of generation requires both projects to be in place to allow the connection of contracted generation, including the Sizewell C. The design and planning for the national high-voltage transmission network has to be based on the total existing and contracted generation, as all of the generation is considered contributory by the National			X	

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	Project (e.g. as the only total on the table that is supported by the detail appears to be '*Total Existing Generation 5,984.3 MW*'; and, since the Project is completely new or extending existing infrastructure to enable planned future generation capacity, then including existing generation figures are only relevant as an addendum and should not be treated as to imply they are a part of the justification for the Project)	Electricity Transmission System Security and Quality of Supply Standard and must be compliant with the standards.				
9-2.599	Suggest that the Preliminary Environmental Information Report (PEIR) should acknowledge the potential for archaeological remains of demonstrably equivalent significance to scheduled monuments, which are currently unknown to exist within the Project route, as required by EN-1 5.9.5 and 5.9.6 (e.g. to be identified through further non-intrusive and intrusive archaeological work)	The Preliminary Environmental Information Report (PEIR) was prepared in accordance with the Nationally Significant Infrastructure Projects: Advice Note Seven (June 2020) and was a preliminary document that reflected the Project's proposals at the time of statutory consultation. National Grid has completed an Environmental Impact Assessment (EIA) for the Project, and the results of this assessment are provided in the Environmental Statement (ES) accompanying the Development Consent Order (DCO) application. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). National Grid acknowledges the potential for unknown archaeological remains of all values to be within the bounds of the Order Limits. Areas where the Project will impact below ground archaeological remains such as underground cabling, compounds have been deemed		X		

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		priority areas for geophysical survey and archaeological trial trenching. Other areas deemed to be a priority area include, but not limited to, where known heritage assets of high or medium heritage value, construction and highways laydown areas etc. The assets encountered, either known or previously unknown, will have their significance and value re-assessed and discussions with the Local Planning Authority (LPA) archaeological officers and other stakeholders will be conducted.				
9-2.600	Concern that the Project may become redundant if power cannot be redistributed further across the UK / inland in future (e.g. as the Project is step one of future upgrade works, further infrastructure will be needed to distribute the power provided by the Project around the UK)	The National Energy System Operator (NESO) is responsible for ensuring that the national transmission network is fit for purpose for the foreseeable future. In March 2024 NESO published its report 'Beyond 2030' which sets out holistic proposals for the development of the transmission system. This takes into account Norwich to Tilbury and demonstrates how that Project is integral to the overall development of the national transmission network.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.601	Criticism that there are some fundamental errors in the aviation advice given to National Grid. The advice focuses on the relevance of the administrative distinction between Licensed / Unlicensed airfields. However, in the town planning context, most airfields fulfil the same role, albeit to different operating standards, and should be considered in the same way. The advice given to National Grid ignores this, instead claiming that it was not necessary for any regard to be given to the continued operation of Unlicensed Airfields	In accordance with its responsibilities as an applicant, as described within the Government's Overarching National Policy Statement for Energy (NPS EN-1), National Grid has appointed an independent aviation consultancy to develop a methodology to assess the potential impacts of the Project on airfields (licensed and unlicensed) in proximity. The assessment methodology enables risk-based site-specific assessment of a range of criteria, including but not limited to, lateral and vertical clearance margins, aircraft types, airfield operational activities and procedures, and the surrounding context. The approach is informed by Civil Aviation Authority regulations and guidance, including that relating to both licensed and unlicensed airfields, as well as ongoing consultation with airfield owners and operators to agree the acceptability of proposed mitigations.			X	
9-2.602	Criticism that the aviation advice provided to National Grid focuses on the significance of mandatory against advisory, however, this is largely academic as once a risk has been identified it has to be mitigated whatever the status of the airfield (e.g. this is not simply due to the advice and requirements of Civil Aviation Publication's (CAP's) 168 and 738, it is also driven by safety, operational, business and insurance considerations	In accordance with its responsibilities as an applicant, as described within the Government's Overarching National Policy Statement for Energy (NPS EN-1), National Grid has appointed an independent aviation consultancy to develop a methodology to assess the potential impacts on airfields (licensed and unlicensed) in close proximity to the Project, and consider appropriate mitigations. The assessment methodology enables risk-based site-specific assessment of a range of criteria, including but not limited to, lateral and vertical clearance margins,			X	

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		aircraft types, airfield operational activities and procedures, and the surrounding context. The approach is informed by Civil Aviation Authority regulations and guidance, including that relating to both licensed and unlicensed airfields, as well as ongoing consultation with airfield owners and operators to agree the acceptability of proposed mitigations in relation to their safeguarding responsibilities and operational activities. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.603	Criticism of National Grid's use of the basic formula of 'Cost of Relocation against the Cost of Compensation' when considering the impact of the Project on aviation and respective mitigation (e.g. this reflects a short-term materialistic approach that is inappropriate for such a long-term Project) / Suggest that consideration of each airfield needs to be tailored for each airfield reflecting all the relevant factors	In accordance with its responsibilities as an applicant as described within the Government's Overarching National Policy Statement for Energy (NPS EN-1) National Grid's appointed independent aviation consultancy has developed a methodology to assess the potential impacts of the Project on aviation including airfields in proximity. The assessment methodology enables risk-based site-specific (tailored) assessment of a range of criteria, including but not limited to, lateral and vertical clearance margins, aircraft types, airfield operational activities and procedures, and the surrounding context. The approach is informed by Civil Aviation Authority (CAA) regulations and guidance as well as ongoing consultation with airfield owners and operators to agree			X	

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		the acceptability of proposed mitigations in relation to their operational activities. National Grid will continue to work with all individual airfields to look at and agree suitable mitigation / compensation where required and justified. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.604	The Project would involve a significant number of interactions with Network Rail's operational railway. As such, it is strongly advised that National Grid take all potential areas of concern to Network Rail into account in their documentation for consideration at planning. In addition, it is imperative that Network Rail's Asset Protection Team be consulted directly by National Grid to ensure that risks to the railway infrastructure are safely managed due to all construction activities associated with their proposed development	National Grid has been engaging with Network Rail's Asset Protection Team regarding Norwich to Tilbury to fully convey and mitigate impacts to the railway crossings.	X			
9-2.605	Network Rail would have an interest in understanding the full impact of National Grid's proposed development on all of Network Rail's infrastructure in the vicinity. This further understanding should identify improvements and / or mitigations required to facilitate National Grid's	National Grid has been engaging with Network Rail's Asset Protection Team regarding Norwich to Tilbury to fully convey and mitigate impacts to the railway crossings to ensure continued safe and efficient running of railway operations.	X			

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	proposed development. These improvements / mitigations would need to be funded by National Grid to ensure the safe and efficient running of the operational railway					
9-2.606	Before any development, construction and / or alterations can occur by National Grid to any of Network Rail's land, assets and / or operational railway, it is required that further site-specific safety requirements, engineering technical approval and detailed conditions be sought from Network Rail's Asset Protection Team	National Grid has engaged with Network Rail in their defined clearance processes to seek a mutually acceptable crossing scenario.	X			
9-2.607	Network Rail has their own standard protective provisions, which must be included on the face of the Development Consent Order (DCO) for the Project as a minimum. It is recommended that National Grid contact Network Rail to request a copy of these protective provisions and discuss any other agreements that will need to be entered with Network Rail	National Grid has engaged with Network Rail to obtain and agree this set of protective provisions.	X			
9-2.608	Several legal and commercial agreements might need to be entered between National Grid and Network Rail, for example, asset protection agreements, method statements, connection agreements, property agreements and all other relevant legal and commercial agreements. This list is not exhaustive and will need to be reviewed once more details of the Project are discussed between	National Grid has engaged with Network Rail to determine legal and commercial agreements required as a result of the impact to Network Rail operations from Norwich to Tilbury. Additionally National Grid has been engaging with Network Rails asset protection team within the clearance	X			

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	both parties. It should also be acknowledged that any easements required by National Grid would need to go through Network Rail's clearance process and all other rail industry processes. National Grid should also be made aware of the likely possibility that they may be responsible for either any charges and / or costs associated with Network Rail in relation to their proposed Development Consent Order (DCO)	process regarding Norwich to Tilbury to fully convey and mitigate impacts to the railway crossings.				
9-2.609	Request that the management of associated Biodiversity Units be extended from 30 years to 40-years, mirroring the lifespan of the infrastructure	The Biodiversity Net Gain (BNG) strategy and associated Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes measures, within the Environmental Areas, for habitat management and maintenance where new habitats have been created or enhanced for BNG. These proposed measures are in line with guidelines which requires 30 years of management.			X	
9-2.610	Criticism of the presentation of the Preliminary Environmental Information Report (PEIR). The Project is broken in several sections, with Section A (South Norfolk), Section B (Mid-Suffolk), and Section C (Babergh, Colchester City, and Tendring) relevant to Suffolk. For several impact assessments, including County Wildlife Sites (CWS) (also referred to as Local Wildlife Sites), Section C is more difficult to assess, with CWS designation not only falling in different local authority areas, but across two	The Environmental Statement (ES) breaks the Project down into 'Project Sections', which largely correspond to local authority boundaries. The ES, when talking about a receptor, reports them in relation to the Project section in which they are located to aid the reader. Figures are provided to support each environmental topic chapter which present relevant receptors, as discussed within the topic chapter. Breaking the Project into sub-sections for receptors identified at a County or Local Authority level would add			X	

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	counties / Suggest that breaking Section C into sub-sections for receptors identified at a county or local authority area would make assessment easier for those constrained by administrative boundaries	unnecessary complexity and would introduce inconsistency for other receptors.				
9-2.611	Criticism that National Grid has provided the incorrect date of death for John Constable in the Historic Baseline Report, Paragraph 3.4.45 (e.g. should be 1837 rather than 1737)	This has been corrected within Appendix 11.1: Historic Baseline Report (document reference 6.11.A1).		X		
9-2.612	Oppose the Five Estuaries, Tarchon and North Falls developments	These developments are not proposed by National Grid and are not the subject of this Development Consent Order.			X	
9-2.613	Concern that the Project will impact Local Nature Recovery schemes / Concern that the Project contradicts Local Nature Recovery schemes (e.g. which the Government should be encouraging)	National Grid notes the respondent's feedback. The draft Local Nature Recovery Strategies (LNRS) for Norfolk, Suffolk and Essex have been reviewed and considered in relation to the Project in terms of both impacts and mitigation. Specifically, the content of the draft LNRS's has been directly included within the Biodiversity Net Gain (BNG) Report (document reference 7.1) in relation to the strategic significant multiplier within the metric. The off-site selection criteria for BNG mitigation sites will include a preference for locations within the draft LNRS plans.			X	
9-2.614	Concern that the 2030 deadline for the Project is a result of contracts that have already been signed with wind farm operators which contain clauses that will result in constraint/penalty payments being made	Wind farm operators' contract with the National Energy System Operator (NESO (previously ESO)) and connection dates would have been arrived at in discussion with the transmission operator (NGET) and			X	

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	to the operators if that date is not met, and request for confirmation on whether payments will have to be made to operators if they cannot connect to by 2030 and whether any constraint/penalty payments will have to be paid by National Grid or by consumers	the windfarm operator. If the contract connection dates are not met constraint payments are payable to the generator, the costs of which are borne by the consumer.				
9-2.615	Concern about High and Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment, and Low or Medium pressure (below 2 bar) gas pipes and associated equipment (it is highly likely that there are also gas services and associated apparatus in the vicinity, these are not shown on plans, but their presence should be anticipated) within or in close proximity to the Project. Regarding diversions for such gas pipelines, request that: - Where diversions of apparatus are required to facilitate the Project, adequate notice should be provided to respondent and discussions should be started at the earliest opportunity; - National Grid should obtain any necessary land rights, planning permissions and other consents to enable the diversion works to be carried out, and details of these consents should be agreed in writing with the respondent before any application is made, with a minimum of C4 / Design study to have been carried out to establish an appropriate diversion route, temporary and permanent land take ahead of any application being made;	National Grid would undertake all required desktop and site based surveys to determine asset location in the vicinity prior to excavation. National Grid has engaged with affected pipeline owners to agree any such works required to existing pipelines and all rights and permissions needed to carry out such works will be included in the Development Consent Order (DCO) unless carried out under existing utility operation and maintenance provisions of the owner/operator. National Grid has engaged with all affected pipeline owners/operators to agree a set of protective provisions for inclusion within the DCO. National Grid is aware of the underground pipelines in the vicinity of the Project and where they will be impacted, we are working with pipeline operators to mitigate impacts, both permanent and during construction. 1. Where pipeline diversions are required, National Grid or the utility operator will coordinate timeously with affected stakeholders and seek the necessary consents as required by planning policy.	X			

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	- Where diversions sit outside the highway boundary the party requesting the diversion will be responsible for obtaining at their cost and granting the necessary land rights, on the respondent's standard terms, to allow the construction, maintenance and access of the diverted apparatus. As such adequate land rights must be granted to the respondent (e.g. following the exercise of compulsory powers to acquire such rights included within the Development Consent Order (DCO)) to enable works to proceed, to the respondent's satisfaction. The respondent's approval to the land rights powers included in the DCO prior to submission is strongly recommended to avoid later substantive objection to the DCO. Land rights will be required to be obtained prior to construction and commissioning of any diverted apparatus, in order to avoid any delays to the Project's timescales. A diversion agreement may be required addressing responsibility for works, timescales, expenses and indemnity. Regarding Protection/Protective Provisions for such gas pipelines, request that: - Where the Promoter intends to acquire land, extinguish rights, or interfere with any of the respondent's apparatus, the respondent will require appropriate protection for retained apparatus and further discussion on the impact to its apparatus and rights including adequate Protective Provisions. Operations within the respondent's existing	2. National Grid is working with the pipeline operators to determine what mitigation works are required to agree an acceptable design solution. 3. The Project does not anticipate the need to divert any existing buried pipelines. 4.National Grid is working with pipeline operators to agree protective provisions which will be adhered to by our Contractor during delivery should the project successfully acquire DCO permission.				

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	easement strips are not permitted without approval and will necessitate a Deed of Consent or Crossing Agreement being put in place. Any proposals for work in the vicinity for the respondent's existing apparatus will require approval by Plant Protection under the Protective Provisions/Asset Protection Agreement and early discussions are advised					
9-2.616	Criticism that National Grid has not considered the Government Offshore Transmission Network Review	National Grid has actively considered the UK government's Offshore Transmission Network Review (OTNR). The OTNR, initiated by the Department for Business Energy and Industrial Strategy (BEIS), aims to develop a more coordinated approach to offshore electricity transmission to support the UK's net zero emissions target by 2050. National Grid has expressed full support for the OTNR's objectives. The work carried out under the OTNR is referred to in National Policy Statement for Electricity Infrastructure Networks (EN-5) (2024). NPS EN-5 specifically refers to OTNR as being the driver to principally develop co-ordinated transmission proposals. National Grid Electricity transmission (NGET) has responded to studies conducted under the OTNR framework. In April 2024, NGET provided a response to the electricity system operators (ESO) East Anglian network study, which was part of the OTNR's initiative to explore coordinated offshore infrastructure. This response indicates NGETs engagement with the OTNRs findings and its consideration of these insights in			X	

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		planning and developing transmission projects. By integrating the OTNRs recommendations and collaborating with relevant stakeholders, National Grid aims to ensure that its projects contributes effectively to a coordinated and efficient electricity transmission network, facilitating the UK's transition to net zero emissions. The Project will need to have regard to and demonstrate compliance with NPS EN-5 policies and this will be documented in the Policy Compliance Document to be submitted with the Development Consent Order (DCO) application.				
9-2.617	Criticism that compensation arrangements for the Project are at present limited only to persons with "Title" (i.e. "online")	National Grid would compensate landowners in line with the Compulsory Purchase Compensation Code. If a landowner's land is whole or part unregistered they would still receive compensation if they can adequately evidence the ownership.			X	
9-2.618	Criticism that Historic England's Conservation Principles, the Responsible Business Charter 2020 and the Health and Safety Executive (HSE) report have not been considered for the Project	The Project has been undertaken in line with relevant national legislation and established best practice guidance for heritage assessment, including Historic England's Conservation Principles, Policies and Guidance (2008), DMRB LA 104 and LA 106 (National Highways, 2020), and other relevant planning policy and guidance. While the Responsible Business Charter 2020 is not a statutory requirement for heritage assessment, the values it promotes—such as sustainability, integrity, and social responsibility—are reflected in the wider			X	

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		approach taken by the Project, including stakeholder engagement, mitigation design, and integration of cultural heritage into the decision-making process. Similarly, health and safety considerations in the delivery of heritage fieldwork and site assessments are managed in accordance with the Health and Safety Executive (HSE) regulations and internal SHEQ protocols.				
9-2.619	Criticism of the Least Worse Regrets Method (LWRM) used to assess options for the Project (e.g. weighted in favour of an onshore route) / Suggest that a Strengths and Weaknesses, Threats and Opportunities analysis of an offshore option should be included in a separate LWRM approach (e.g. for a balanced assessment)	National Grid considers the process to have been an appropriate means for providing information on the work to inform the Project design, and the basis for progressing the Project set within the duties and policy framework within which we must work. In addition to the work undertaken to support the application for development consent, including assessment on Least Worst Regret basis, which we believe to be a robust method (used by the NESO and accepted and adopted by Ofgem), we have conducted the back-check and review in accordance with National Grid's document 'Our Approach to Consenting', which was published in 2025. The 2025 Strategic Options Backcheck and Review (document reference 7.17) appraises the ability of both onshore and offshore options to meet the system need while balancing cost, technical performance and environmental and socio-economic effects.	X		X	
9-2.620	Criticism that the Project does not satisfy Section 122 of the Planning Act (e.g. as private loss will not outweigh public benefit), and suggest that this	Section 122 of the Planning Act sets out the legal tests that must be satisfied before compulsory acquisition can be authorised as part of a Development Consent Order	X		X	

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	cannot be resolved unless the option assessment for the Project is undertaken again, with proper consideration of private loss for the alternative options undertaken / Criticism that detail of private loss to landowners will be determined too late to undertake an assessment of whether the public benefit outweighs private loss (e.g. as any detailed assessment of private loss can only occur after statutory consultation as it is only at that point National Grid engage with landowners with a view to reaching agreement for the rights sought)	(DCO). National Grid incorporates these requirements into its project planning, design, and consultation processes to ensure compliance. During the DCO examination process, the Planning Inspectorate (PINS) and the Secretary of State review whether National Grid has satisfied Section 122 of the Planning Act. National Grid must demonstrate the necessity of the land for the Project and that there is a compelling case in the public interest for the land to be acquired.				
9-2.621	Concern that the Project does not satisfy the Environment Act 2021 / Concern that National Grid has not considered their duties under the Environment Act 2021 (e.g. in relation to environmental targets and the Government's Environmental Improvement Plan 2023)	In accordance with organisational and legal obligations, National Grid is committed to ensuring that the Project fully complies with the requirements set forth in the Environment Act 2021. Environmental responsibilities are taken seriously, and all relevant regulations would be diligently adhered to throughout the lifecycle of the Project.			X	
9-2.622	Suggest that the Electricity System Operator (ESO) Options Report should be widened to include starting points other than Norwich (e.g. as considering Norwich as the starting point for all options makes an overhead line option the most economical, compared to an offshore option)	Offshore wind power has to come onshore at some point to connect to the national transmission network. Starting points, regardless of where they may be, are therefore inevitably onshore. Locations, other than Norwich, have been looked at and are set out in the 2025 Strategic Options Backcheck and Review (document reference 7.17).	X			
9-2.623	For any unplanned non-domestic water requests (for industrial processes) that exceed 20,000 litres per	National Grid along with our main works contractors would assess the anticipated water usage at our primary	X			

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	day or where there is a cumulative impact from a significant number of smaller requests, there might be a need to decline in order to protect existing supplies and the environment. In order to assess these requests, suggest that National Grid submit a Water Resource Assessment for the Project as part of Anglian Water's planning process	and secondary sites. The overall requirement would be discussed with Anglian Water and agreement reached as to how best to apply for multiple water connections if required.				
9-2.624	Suggest that the new Government have a debate about the Project in Parliament and go to a vote on the Project / alternatives options	National Grid notes the respondent's feedback however National Grid is not able to influence the debates held by the new Government in Parliament.			X	
9-2.625	Request that, once a route for the Project has been approved and confirmed, The East of England Ambulance Service Trust are informed of future road closures (e.g. to mitigate impact on service). The East of England Ambulance Service Trust is likely to be impacted by road closures and will need to be consulted throughout the construction process	National Grid notes the respondent's feedback. The proposed approach for road closures and management is set out in paragraph 5.7.3 of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Roads would only be closed where this is required for safe working. Temporary closures would be required for works including the construction of bellmouth junctions, highway mitigation, installation of buried cabling, and stringing of overhead lines/netting. If no suitable existing alternative access provision is available, temporary alternative access would be provided. Information on mitigation measures is included within the Outline CTMP (document reference 7.3) which is submitted as part of the Development Consent Order (DCO) application. National Grid will liaise with relevant stakeholders during construction should consent be granted.	X			

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		National Grid has prepared draft Statements of Common Grounds (SoCGs) with a range of stakeholders (including relevant emergency services) that have been submitted as part of the DCO application. The draft SoCGs will be reviewed and updated during the Examination with the relevant stakeholders. If granted consent, National Grid and/or the Main Contractor will continue to liaise with emergency services during the construction phase of the Project.				
9-2.626	Criticism that decisions taken in 2022 and outlined in the Corridor Preliminary Routeing and Siting study (CPRSS) were generally high level. Corridor options were rejected because of general constraints without proper assessments of mitigations that might make that option acceptable, making it impossible for respondents to compare and evaluate options, as they do not have the comparable information that they need / Concern that is it very difficult for back-checking to lead to a complete change of direction when justified, as so much time and work has been invested in the original course of action / Suggest that all CPRSS potential route corridors should be consulted on, without prejudice in favour of any particular one, presenting the most up-to-date information for overcoming any constraints for each option as part of the consultation	National Grid's approach to option down selection has been tested on numerous previous occasions. National Grid considers that its decision making is robust and appropriate and consistent with the requirements within relevant planning policy and environmental impact assessment requirements. Back checking can lead to a change of project direction though needs care to ensure it reflects how other options may develop if further study was completed. Furthermore, it is neither practical nor economic or efficient to complete surveys to a comparable Preliminary Environmental Impact Report (PEIR) or Environmental Statement (ES) level across all potential options before making decisions. The Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website), as one of the first documents published, therefore presents a high level comparison allowing the obviously poorer performing options to be removed. This avoids inefficient deployment of resources and cost when options are so	X		X	

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		materially poorer performing. There is obligation on a developer to present details of the alternatives studied and reasons for the choices made, but no obligation to present alternative options by way of a referendum style vote.				
9-2.627	Suggest that community organisations / representative groups (e.g. parish councils) are routinely offered a 'surgery' type meeting with National Grid	Throughout National Grid's consultation process, we have engaged with many community groups and parish councils along the route. This included section specific webinars for the parish councils alongside our public webinars. During our statutory consultation we also held several meetings with groups of parish councils on their request.	X		X	
9-2.628	Suggest that consideration is given to the Project following a more direct line from EACN to Tilbury, considering whether any of the options considered by National Grid in their Corridor Preliminary Routeing and Substation Siting study (CPRSS) which were discounted due to proximity to flight paths of protected birds, could be more acceptable if underground cables were used instead of overhead lines	The Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) considered whether adverse effects on site integrity from overhead line effects to protected species could be mitigated by the use of underground cable (see section 7.5). It was concluded that this was subject to a high level of uncertainty and required there to be no reasonable alternative. This conclusion remains valid as an alternative is available and therefore no change is proposed.	X		X	
9-2.629	Criticism that soil and geology, and water have been scoped out of the Environmental Impact Assessment (EIA), and criticism that it is unclear why the other	National Grid submitted an Environmental Impact Assessment (EIA) Scoping Report (document reference 6.19) to the Planning Inspectorate on 7 November 2022. The Planning Inspectorate (on behalf of the Secretary of State) formally adopted its Scoping Opinion (document	X	X		

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	included topics should be regarded as reasonable proxies	reference 6.20) on 14 December 2022 which has informed the scope of the EIA for the Project. A complete EIA has now been carried out and the results are presented in the Environmental Statement (document reference Volume 6: Environmental Statement) which accompanies the Development Consent Order (DCO) application. There is a chapter for each environmental topic that was agreed by the Planning Inspectorate to be scoped into the Environmental Statement, and this includes a chapter (and accompanying assessment during construction and/or operation as per the Scoping Opinion (document reference 6.20)) on agriculture and soils, contaminated land, geology and hydrogeology, and hydrology, flood risk and land drainage.				
9-2.630	Suggest that National Grid should publish a full feasibility report setting out the fundamentals of the Project	The National Energy System Operator (NESO) conducted the East Anglia Network Study, which assessed various options for transmitting electricity from offshore wind farms in East Anglia to demand centres. The study evaluated options based on cost to consumers, deliverability, operability, environmental impact and community impact. The economic analysis indicated that the Project would be the most economically optimal solution.			X	
9-2.631	Criticism that at 4.8.20 of Appendix 4.1: Draft Outline Code of Construction Practice (CoCP) in Volume III of the Preliminary Environmental Information Report	Since the Preliminary Environmental Information Report (PEIR), further consideration has been given to veteran trees, other higher quality trees and areas such as		X		

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	(PEIR), National Grid make a commitment that following detailed design and prior to construction all vegetation would be subject to a full tree / vegetation survey and site-specific assessment where vegetation removal may be reduced further than the generalised approach assessed in the PEIR and Environmental Statement (ES), but this is too late / It is expected that the design is informed by the survey and that the locations of notable arboricultural constraints are understood	ancient woodland that have been identified through arboricultural surveys conducted for the Project. A review of these features has been undertaken to identify relevant mitigation, with further details outlined in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). The Outline Code of Construction Practice (CoCP) (document reference 7.2) includes a commitment that following detailed design and prior to construction all vegetation would be subject to a full tree / vegetation survey and site-specific assessment where vegetation removal may be reduced further. The commitments of the CoCP have been reviewed and consulted on with the relevant stakeholders.				
9-2.632	Criticism that at 4.8.18 of Appendix 4.1: Draft Outline Code of Construction Practice (CoCP) in Volume III of the Preliminary Environmental Information Report (PEIR), it is not clear whether existing hedgerows will be retained where they pass under the overhead cables / Request that this be addressed explicitly within the Code of Construction Practice	Existing hedgerows that lie beneath overhead lines will be retained. The commitments of the Outline Code of Construction Practice (CoCP) (document reference 7.2) have been reviewed and consulted on with the relevant stakeholders.		X		
9-2.633	Concern that the crossing protection scaffolding measures included in 4.8.21 and 4.8.22 of Appendix 4.1: Draft Outline Code of Construction Practice (CoCP) in Volume III of the Preliminary Environmental Information Report (PEIR) will result in further vegetation loss, but the details of these	Amongst other design information, Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6) includes the crossing protection scaffold areas. A Landscape and Visual Impact Assessment (LVIA) has also been undertaken as part of the Environmental		X		

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	measures is yet to be provided by National Grid / Request for National Grid to confirm when they will be providing further details on the crossing protection scaffolding measures, and request for National Grid to address the vegetation loss resulting from these measures within the arboricultural assessment and Landscape Visual Impact Assessment (LVIA)	Impact Assessment (EIA). The LVIA sets out the potential landscape and visual effects, including impacts which may be influenced by vegetation loss resulting from the introduction of the Project during construction and during operation. The LVIA is presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).				
9-2.634	Request for clarification as to why Preliminary Environmental Information Report (PEIR) section 4.8.57 of Appendix 4.1: Draft Outline Code of Construction Practice (CoCP) in Volume III of the PEIR fails to refer to the 21m typical cross section of the haul road but does mention the Limit of Deviation (LoD) Request for National Grid to clarify why the width of the haul road needs to be continuous, and whether there could be passing places instead, especially where there is conflict with existing hedgerows and trees	The proposed haul road is 6 m in width, widening to 8 m in locations to provide bigger passing places for vehicles. The overall swathe for the haul road however is wider at 21 m to allow for storage of topsoil and sub soil as well as providing adequate drainage.		X		
9-2.635	Suggest that in the event that the Project is decommissioned, the restrictions to reinstatement/replanting of trees remains unless there are new subsequent constraints that preclude it (e.g. replacement could be based on tree removal plans consented by the Development Consent Order (DCO))	Decommissioning has been scoped out of the Environmental Statement (ES), as per the Environmental Impact Assessment (EIA) Scoping Opinion (document reference 6.20). It is expected that proposals for decommissioning would be subject to separate consenting procedures, including environmental assessment of the proposed activities,		X		

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		taking account of the baseline as it exists at the time of decommissioning. Chapter 4: Project Description of the ES (document reference 6.4) outlines the works likely required to decommission the permanent elements of the Project.				
9-2.636	Suggest that new public guidance is needed on how, where, and why lines should be onshore or offshore, overhead or underground, lattice pylons or novel designs, and on how system design should balance different environmental benefits and costs (e.g. as there is no agreed public guidance at present)	National Grid develops its projects in accordance with existing government policy, guidance and regulatory frameworks. This guides the consideration of routeing options, technology choices and structure types. National Grid does not publish national guidance itself, however for further detail on how we apply the applicable planning and regulatory framework in practice, please refer to our Approach to Consenting document published in April 2022, available on the National Grid website. National Grid's options selection and identification process is outlined in the 'Approach to Consenting' (National Grid, April 2022).			X	
9-2.637	Suggest the inclusion of the Circular 01/2022 'Strategic road network and the delivery of sustainable development' within the review of relevant guidance within the Preliminary Environmental Information Report (PEIR)	Proposed access from the A120 which has been accepted and agreed with National Highways, captured within the Statement of Common Ground, is compliant with Circular 01/2022 and DMRB.	X			
9-2.638	Construction traffic will be using the Strategic Road Network (SRN) and Major Road Network (MRN) to access the region, and from the SRN, and MRN,	A Transport Assessment (document reference 7.11) has been submitted as part of the Development Consent Order (DCO) application. The assessment has been	X			

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	construction traffic will be routed along a Primary Access Route (PAR) to the Site Access Points. From these points, construction traffic for the project will be routed off of public highways and along Haul Roads to access the construction sites. This approach is considered acceptable in principle however, further investigations of impacts on each junction is required, and where necessary, appropriate mitigation needs to be agreed	developed through engagement with the local highway authorities and National Highways, reviews the impact at key junctions on the Local Highways Network (LHN) and Strategic Road Network/Major Road Network and identifies appropriate mitigation measures.				
9-2.639	Although the proposed HGV routeing strategy for the most part seems reasonable, this would only work if drivers are well informed and the strategy is enforced. Additional details are required on these matters, in particular the delivery, monitoring, and enforcement of the proposed routes. Furthermore, any proposals for monitoring equipment/measures that need to be implemented along the Strategic Road Network (SRN) will need to be agreed with National Highways	The Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) has been updated to reflect additional monitoring, enforcement and management measures. National Grid has worked with the local highway authorities and National Highways to develop our access proposals for the Project. As part of the design of the access proposals we have agreed specific prescribed routes, known as Primary Access Routes (PARs) which the contractor would be required to use. This has been noted in the Driver Information pack which all vehicles attending site would be required to follow.	X			
9-2.640	The Abnormal Indivisible Loads (AIL) route strategy for the proposed scheme have been under discussion but has not yet been agreed. National Highways would need to agree any AILs that intended to use the Strategic Road Network (SRN)	National Grid has engaged with National Highways on the proposed Abnormal Indivisible Loads (AIL) movements and routes. Their inputs have led to amending AIL routes and developing an AIL movement strategy outlined within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3)	X			

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9-2.641	Section 16.6.24 of the ES identifies several SRN/MRN junctions that connect to Primary Access Routes with Collision Clusters. Further assessment including traffic modelling is required of these junctions to ensure any additional construction traffic using these junctions does not increase the road safety risks in these locations and any increased safety risk is to be mitigated through the scheme	Traffic modelling has been undertaken on selected junctions connecting to or along the Primary Access Routes (PARs) as agreed with local highway authorities and National Highways. Findings can be found within the Transport Assessment (document reference 7.11). The junction modelling identified the impact of the increase to future baseline traffic as a result of the Project and confirmed whether the impact would be managed due to the temporary nature of the disruption, or through some form of mitigation at the junction, taking road safety into consideration.	X			
9-2.642	Suggest that National Highways will need to agree any proposed signage to be located within the Strategic Road Network (SRN)	National Grid has engaged with National Highways on the proposed Primary Access Routes (PAR) and mitigation measures required including removal of signage. Specific details would be agreed through further engagement as the Project progresses.	X			
9-2.643	Suggest that a Maintenance and Repair Statement in accordance with the Design Manual for Roads and Bridges (DMRB) GD304 is to be prepared and updated as the design progresses, and that clear highway boundary should be submitted	Provision of highway boundary data is supplied directly from the relevant highway authority and we can only work with the data we are supplied, land registry also supplies details of private land ownership boundaries. Specific maintenance and repair statements are not necessary as agreements with third party stakeholders such as highways would be discussed and agreed throughout the hearings of the Development Consent Order (DCO) process and beyond into construction with regard to some specifics around legal agreements for	X			

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		future operations being covered in these legal agreements. Our designs will be completed in line with standard relevant industry practices appropriate to the specifics of that particular design.				
9-2.644	The Design Organisation (DO) should take reasonable steps to ensure compliance with Design Manual for Roads and Bridges (DMRB) requirements. Where compliance cannot be achieved, the DO is responsible for identifying and securing Departures from Standard from the Overseeing Organisation (OO). Where the DO is unable to achieve recommended DMRB design clauses, the DO should justify their decision in a Design Strategy Record.	National Grid notes the respondent's feedback. The criteria or guidance set out within the Design Manual for Roads and Bridges (DMRB) has been applied to preliminary design options undertaken to date in relation to the highways associated components, for bellmouths, visibility splays and highway mitigation proposals. Should compliance to DMRB within any future detailed design not be achievable, a Design Strategy Record would be used to justify design decisions and discussed/agreed with the relevant local highway authority through the Departures from Standard procedures.	X			
9-2.645	Any works along the Strategic Road Network (SRN) is to be subject to Walking, Cycling and Horse-Riding Assessment and Review (WCHAR), Road Safety Audit (RSA) in strict accordance with GG119 and environmental audits as detailed in the Design Manual for Roads and Bridges (DMRB). RSA should not commence until the end of the preliminary design stage and has been accepted in principle by National Highways	Any permanent works along the Strategic Road Network (SRN) have been subject to Road Safety Audit (RSA) in strict accordance with GG119 and environmental audits as detailed within DMRB. Other permanent works in the SRN include the improvements to the junctions at A120/Bentley Road and A12/B1070. A Walking, Cycling, and Horse Riding Assessment and Review (WCHAR), following DMRB GG142 has been carried out already for the A120/ Bentley Road Improvement Scheme as part of the Five	X			

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		Estuaries Offshore Wind Farm planning application. A WCHAR is being prepared for the upgrade of the A12/B1070 junction, in accordance with DMRB GG142. Road Safety Audits (RSA) have been undertaken in accordance with GG119. Acceptance in principle was sought from National Highways and each local highway authority relating to the preliminary design proposals (RSA stage 1) for site access bellmouths and the haul road crossover bellmouths prior to the audit assessments being carried out at the site locations. The same process is to be followed for the forthcoming RSAs of the preliminary highway mitigation design proposals. GG119 should also be adhered to for future RSA Stage 2 detailed designs, again with acceptance in principle sought from National Highways and the local highway authorities in advance of the audits. A WCHAR will be undertaken by National Grid for all highway works on the SRN where the requirements are identified within DMRB Standard GG142.				
9-2.646	Suggest that any design hazards are to be assessed with a Safety Risk Assessment (SRA), prepared in accordance with Design Manual for Roads and Bridges (DMRB) GG104, with the view to eliminating the risk, where possible, or, if unavoidable, reducing it to as low as reasonably practicable	National Grid notes the respondent's feedback. Existing hazards in close proximity to bellmouths have been identified during the preliminary design stage to eliminate any risks where possible, or measures applied to reduce, manage or control any remaining. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management	X			

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		Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The proposed highways works have all undergone road safety audits as part of the design process. Through discussion with National Highways we have ensured road safety is fully considered within the Transport Assessment Chapter of the ES (Document reference 7.11)				
9-2.647	The Project currently crosses the Strategic Road Network (SRN) at the following locations, and National Grid will require an Approval in Principle and enter a S169 Licence for each of these locations: - A14 – between Creeting St Peter and Creeting St Mary - A12 – North of J29 - A120 – Between Coggeshall and Marks Tay - A12 – South of J14	National Grid notes the respondent's feedback. Applications for Licences to Erect Temporary Scaffolding or Hoarding on or Over the Highway, under Section 169 of the Highways Act 1980 would be sought where required. Any requirements for any associated traffic management or Traffic Regulation Orders would be contained within relevant Development Consent Order (DCO) Schedules.	X			
9-2.648	Where the Project crosses the A12, north of Langham by Horizontal Directional Drilling (HDD), undergrounding will be subject to a S50 licence and will be required to be carried out in accordance with CD622. It should be noted that National Highways do not allow the Compulsory Acquisition of land beneath the Strategic Road Network (SRN) and the implications of this may need to be considered	Section 50 of the Highways Act 1980 is the requirement of a licence to install or maintain apparatus in the public highway. The contractor who would be carrying out the roadworks excavation in the construction stage of the Project would apply to each local highway authority. National Grid is seeking the rights to undertake the works as part of the Development Consent Order (DCO). The requirement for technical acceptance of the	X			

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		work from the local highway authorities can be included within the DCO requirement including the commitment to CD622. Ground investigation information in the detailed design stage should confirm if Horizontal Directional Drilling (HDD) is suitable in this location, without impacting on any existing services. National Grid will look to obtain voluntary agreement / consent to install apparatus under National Highway land. If voluntary consent cannot be reached, then National Grid will need to rely on compulsory acquisition powers.				
9-2.649	National Highways request confirmation from the National Grid that the Pylons will be constructed in accordance with Construction (Design and Management) Regulations (CDM). National Highways would need to be satisfied the structures have been designed and installed safely and would not pose a safety threat to the Strategic Road Network (SRN)	National Grid complies with Construction (Design and Management) Regulations (CDM) 2015 (as amended) and adopts a Construction (Design and Management) Regulations (CDM) 2015 (as amended) approach to the management of health and safety reflecting industry best practice. Additionally, the legal framework that regulates electrical safety in the UK is The Electricity Safety, Quality and Continuity Regulations (ESQCR) 2002. This also details the minimum electrical safety clearances, which are used as a basis for the Energy Networks Association (ENA) TS 43-8. These standards have been agreed by CENELEC (European Committee for Electrotechnical Standardisation) and also form part of the British	X			

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		Standard BS EN 50341-1:2012 Overhead Electrical Lines exceeding AC 1kV. Similarly, the pylons and foundation are designed in accordance with this British Standard. All electricity companies are bound by these rules, standards and technical specifications. They are required to uphold them by their operator's licence. All design works will be completed in line with relevant design standards, all structures are fully designed and in line with site specific conditions. That work has not been undertaken at this stage of the Project but it would be a bespoke design for each individual tower reflecting the site specific constraints and conditions when the design progresses to detailed design and build phase.				
9-2.650	Criticism of comments made by the East of England Energy Group in relation to the Project	Noted. This is not a comment for National Grid.			X	
9-2.651	Suggest that a Flood Risk Assessment (FRA) should be provided for the Project (as required under the National Planning Policy Framework (NPPF), as stated in the Flood Risk Assessment Screening), including a full review of flood risk (including residual risks) from all screened in sources of flooding (fluvial/tidal, pluvial, and groundwater flooding). Where the site is found to be at medium or high risk of flooding from at least one source, the FRA should also consider the need for flood resilience and	A detailed Flood Risk Assessment (FRA) has been prepared (document reference 7.9) in addition to a flood warning and evacuation plan that details actions for flooding emergency during Project construction, as an appendix to the Outline Code of Construction Practice (CoCP) (document reference 7.2). The FRA has assessed a range of sources of flooding to the Project and arising from the Project, and a range of measures, including those embedded within the design, and good practice, have been secured to ensure that the Project is resilient to flooding, and does not contribute to an		X		

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	emergency planning measures. The FRA should include the likelihood of groundwater contamination	increase in flood risk from any source. The likelihood of groundwater contamination is assessed in Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) of the Environmental Statement.				
9-2.652	Suggest the following for Appendix 4.1 (Draft Outline Code of Construction Practice (CoCP)) of the Preliminary Environmental Information Report (PEIR) for the Project: - In relation to Table 4.1, suggest that outside of a Development Consent Order (DCO), hedgerow removals should continue to come under the jurisdiction of the Hedgerows Regulations and administered by the local planning authority (LPA); - Concern that B8, GG15, GG16, and GG17 imply that a tree/vegetation survey will be undertaken after detailed design, and suggest that this should be undertaken before detailed design; - Suggest that LV06 of the draft Code of Construction Practice (CoCP) should be reworded to require that all works to all trees should be by suitably qualified and experienced arborists (not just 'high grade' trees) in order to ensure no inadvertent damage and support best practice. It is also recommended not to refer to 2012 in British Standards (BS), as the Standard might be revised	National Grid notes this comment. All required hedgerow removals are set out on the 'Tree and Hedgerows to be Removed and/or Managed Plan' (document reference 2.16) that form part of the Development Consent Order (DCO) application. Therefore, consent for removal will be included within the DCO. Detailed arboricultural surveys have been undertaken across the whole route and the results have been used to inform design, details of which are presented in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). A pre-commencement arboricultural survey will also be undertaken post consent prior to works starting and the results will be used to inform detailed design. An updated 'Trees and Hedgerows to be Removed and/or Managed Plan' (document reference.2.16) will be subsequently prepared to discharge the relevant requirement. It is considered appropriate to reference BS5837:2012 as this is the current standard and remains in place post DCO submission.		X		

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		Text within the Outline Code of Construction Practice (CoCP) (document reference 7.2) has been updated confirming that all tree works will be undertaken by a suitably qualified and experienced arborist and supervised by an Arboricultural Clerk of Works.				
9-2.653	Suggest that Construction Exclusion Zones (CEZ) need to be justified and clearly identified within the Landscape and Ecological Management Plan (LEMP) and relevant plans submitted in support of the Development Consent Order (DCO). CEZs should be clearly identified, with buffer distances clearly identified and mapped and used to inform detailed design	The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes the identification of Construction Exclusion Zones (CEZ). The area to the rear of tree protection fencing would be considered to form a CEZ. No construction activities, storage of materials or pedestrian or vehicular access would take place within this area. All weather notices would be attached to the tree protection fencing at suitable intervals of 20 m and would include suitably sized informative text containing the following statement: 'Tree Protection Fencing Construction Exclusion Zone – No Access'		X		
9-2.654	Suggest that percussive piling should not be used for the Project and other piling types should be selected (e.g. due to noise and vibrations)	Chapter 14: Noise and Vibration (document reference 6.14) of the Environmental Statement (ES) includes an assessment of construction noise and vibration. The assessment includes an assessment of potential impacts from piling activities, and percussive piling is assumed as a worst-case. Other methods may be used in line with best practicable means. However, depending on ground conditions percussive piling may be required. Where percussive piling is proposed, best practicable		X		

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		means would be employed to reduce the potential adverse of noise and vibration as far as practicable. The foundation types required will be dictated by ground conditions on a pylon-by-pylon basis. Driven percussive piles are good for loose soils with a high water table, however, there are alternative approaches. It is possible to undertake alternative types of piling (Continuous Flight Auger (CFA) / Sectional Flight Auger (SFA) piling within these zones), especially where chalk is present (as is seen across lots of East Anglia). CFA/SFA will prevent heave between piles in each leg. A specialist piling contractor will determine piling type on a case by case basis at the detailed design stage post ground investigations have been completed.				
9-2.655	Query regarding the minimum extent a full tree survey will cover in order to provide data against which designs for the Project can be assessed / Suggest that the tree and hedgerow survey covers the maximum potential extent of vegetation clearance and management (e.g. including the extents of haul roads and Limits of Deviation (LoD) margins)	The arboricultural survey has considered trees within the extent of the Order Limits. National Grid confirms this included the haul roads and Limits of Deviation (LoD) margins. The arboricultural survey methodology is presented in the Scoping Report which was submitted to the Planning Inspectorate in November 2022 (document reference 6.19), and is sign posted in Appendix 13.6: Arboriculture Impact Assessment (AIA) (document reference 6.13.A6) of the Environmental Statement (ES).		X		

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9-2.656	Concern that in the event of the scheme, either all or in part, is decommissioned, the restrictions to reinstatement/replanting of trees will no longer apply and suggest that there should be an obligation to do this unless there are new subsequent constraints, approved development or otherwise, that preclude it. Replacement could be based on tree removal plans consented by the Development Consent Order (DCO)	Decommissioning has been scoped out of the Environmental Statement (ES), as per the Environmental Impact Assessment (EIA) Scoping Opinion (document reference 6.20). It is expected that proposals for decommissioning would be subject to separate consenting procedures, including environmental assessment of the proposed activities, taking account of the baseline as it exists at the time of decommissioning. Chapter 4: Project Description of the Environmental Statement (ES) (document reference 6.4) outlines the works likely required to decommission the permanent elements of the Project. Trees and Hedgerows to be Removed and or Managed Plans (document reference 2.16) have been submitted as part of the DCO application		X		
9-2.657	Suggest that full photomontage visualisations of the Project should be provided in the final Environmental Statement (in relation to the Landscape and Visual chapter of the Preliminary Environmental Information Report (PEIR)), and that the final wireframes and photomontages should cover Limits of Deviation (LoD) margins	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA and is presented in Chapter 13: Landscape and Visual (document reference 6.13) of the Environmental Statement (ES). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, and the approach follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). The methodology and approach has been discussed and agreed with relevant stakeholders. During these		X		

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		discussions a number of landscape and visual viewpoints were identified and agreed with stakeholders. Some of these have been used to produce photomontages and wireframes to support the LVIA and assist stakeholders and ultimately the Examining Authority to understand the likely effects of the Project on landscape character and on views from specific points. The visualisations are based on the Project as proposed in the DCO. Iterations of different scenarios within the limits of deviation have not been illustrated within the visualisations as this is not considered to be a reasonable or proportionate approach. The limits of deviation has, however been considered in the LVIA in terms of assessment.				
9-2.658	Criticism that within the Preliminary Environmental Information Report (April 2024) National Grid only provide headline information / Criticism that whilst National Grid describe the methodology used in making decisions, they do not then explain in detail why decisions have been made and whether decisions have been made in line with the methodology described	The Preliminary Environmental Information Report (PEIR) was a preliminary document produced in line with Nationally Significant Infrastructure Projects - Advice Note Seven (June 2020). The assessments detailed in the PEIR were all undertaken in line with the methodologies described in the report. A full Environmental Impact Assessment (EIA) has now been undertaken and is presented in the Environmental Statement (document reference Volume 6: Environmental Statement). The assessments detailed in the ES, including the Health and Wellbeing, Historic Environment, Landscape and Visual and Traffic and Transport Chapters, have			X	

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		been undertaken in line with the methodologies described in the report.				
9-2.659	Suggest that National Grid should make a commitment to continue to work with local communities with regards to the Project, and that this commitment should be embedded within the Development Consent Order (DCO)	The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	X			
9-2.660	Concern that National Grid has not coordinated with UK Power Networks for the Project (e.g. regarding	National Grid and UK Power Network have a mandate to rationalise the transmission and distribution networks	X			

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	the sighting and possible removal of the UK Power Networks existing network and substations and the interface of programmes for these works)	where able to do so and opportunities for such works have been investigated with UK Power Networks throughout the design process for Norwich to Tilbury while balancing consideration of consumer costs.				
9-2.661	Suggest direct engagement with councils for Ipswich, Norwich and West Suffolk, given that the Study Area has been expanded to include these areas	National Grid has engaged directly with Ipswich, Norwich and West Suffolk councils on the scope and methodology of the Socio-Economics, Recreation and Tourism assessment detailed in Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement (ES).		X		
9-2.662	Concern that the analysis of impact on economic development, skills and tourism has been underestimated and suggest that there are significant impacts in respect of these issues, especially tourism, that should be more accurately quantified	Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement (ES) covers the assessment of potential effects on the local economy, local employment, tourism economy and tourism businesses. This approach is in line with other National Grid connection projects, including Yorkshire GREEN and Bramford to Twinstead Reinforcement.		X		
9-2.663	Suggest National Grid coordinate the Project with other relevant and reasonably foreseeable development projects in the area, namely Freeport East / Gateway 14, in order to minimise impacts and maximise potential benefits to be realised. Specifically, suggest that potential benefits, through appropriately coordinated delivery of interrelated energy projects and network infrastructure, could include improved connectivity for Freeport East at	National Grid develops the Transmission System and progresses reinforcement in response to a formal process of connection applications (from developers), connection offers (from NESO) and signed connection agreements. As such we are not able to shape proposals to respond to uncertainty associated with anticipated or foreseeable demand. At the time of writing no such connection agreements were signed. We nonetheless considered routes close to Gateway 14 that		X		

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	Gateway 14 as well as other major commercial operations and other interests in the area, enabling decarbonisation and other green energy objectives for these sites and affected communities. With this, suggest that National Grid recognise and act upon the value such strategic coordination will add to the Project, the wider Great Grid Upgrade objectives by enabling effectively, appropriate and sustainably planned local generation and storage for focused local distribution and consumption as part of the government's priorities for a decarbonised economy and to contribute to the challenge of fuel poverty (in relation to The Freeports Roadmap)	were raised in feedback but considered them to be less preferred due to greater effects on residents in Creeting St Peter. The Project focuses specifically on supporting and enhancing the 400 kV transmission system in the area (as described in the 2025 Strategic Options Backcheck Report (document reference 7.17)), any connection to local generation or distribution system would be considered via an appropriate network connection application.				
9-2.664	Suggest that a Habitat Regulations Assessment should be undertaken for the Project	A Habitat Regulations Assessment (HRA) (document reference 5.3) has been prepared for the Project and Natural England have been engaged through the production process.	X			
9-2.665	Though use of the Biodiversity Net Gain (BNG) metric for calculating mitigation / compensation requirements is supported, suggest that bespoke compensation will be required if certain high quality habitats cannot be avoided (although avoidance is the clearly preferred route). For other major infrastructure projects in the area, compensation for 'open mosaic habitats' especially where these are characterised by uniqueness in some way (e.g. Pulverised Fuel Ash	Any habitats identified as irreplaceable are considered outside of the standard Biodiversity Net Gain (BNG), process as is standard practice. A separate mitigation strategy for irreplaceable habitats has been developed. The Ancient Woodland and Veteran Tree Strategy (Appendix B of the Landscape and Ecological Management Plan (document reference 7.4)) details impacts and bespoke mitigation package for impacts on habitats classified as irreplaceable in line with Natural	X			

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	(PFA) or complex wetlands etc.) has been sought at a ratio of 3:1. Thus, suggest that BNG should be used alongside a bespoke approach for the Project to deliver optimal outcomes and consistency across major infrastructure projects.	England guidance. No other irreplaceable habitat has been identified across the Project.				
9-2.666	Concern that the Project was decided on outside of the planning system (e.g. in relation to alternatives) / Concern that the needs case for the Project is based on the Network Options Assessment (NOA), Future Energy Scenarios (FES), Electricity Ten Year Statement (ETYS), Holistic Network Design (HND) which are not relevant for the Project (e.g. where the Electricity Act 1989, Planning Act 2008 and associated NPS's are of relevance in the Development Consent Order (DCO) process) / Concern that the option for the Project has not been decided on based on planning documents (e.g. like the 'Stonehenge decision') / has only been decided on based on pre-planning documents (e.g. which are not planning documents and are not relevant to the DCO given that they do not assess the heritage, community or environmental impacts) / Concern that National Grid has not addressed feedback that electricity planning decisions (such as the Network Options Assessment) do not overrule planning law	National Grid notes the respondent's feedback. The Project has not yet been granted planning permission. All work on the Project to date has been part of the pre-planning process, we have now submitted our application for development consent and, if accepted the application would then be examined by the Planning Inspectorate. The need case for the Project is set out in various documents and is driven by the need to connect new significant volumes of generation to the network and to transmit that into East Anglia and beyond. The existing network does not have capacity to accommodate this new generation and it is therefore necessary to consider how the network can be reinforced. Having identified the need to reinforce the network, strategic alternatives were published in the Strategic Options Report (document reference 7.17) and subsequent backcheck, with a preferred option taken forward through the relevant national planning regime (the Planning Act 2008). The proposals that are developed and applied for in the Development Consent Order (DCO) application will be examined independently by the Planning Inspectorate, as part of the planning			X	

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		process and determined by the relevant Secretary of State (SoS). The Network Options Assessment (NOA) which used to be carried out by the Electricity System Operator (ESO) (now National Energy System Operator (NESO), the Electricity Ten Year Statement and other forecasting mechanisms have indicated a need for some form of reinforcement. However, in addition to those indicators, the need for reinforcement is very apparent from the list of wind farm generators that are contracted to connect to the grid.				
9-2.667	In relation to the selection of the Project over alternative options, concern that the limited sensitivities have been tested and that the most up to date methodology has not been used	The methodology used to compare and assess strategic options is set out in the 2023, 2024 and 2025 Strategic Options Backcheck and Reviews (document reference 7.17). We consider this methodology to fit for purpose, robust and has been tried and tested, under Examination, through numerous previous major electricity transmission projects and found to be appropriate. National Grid keeps an open-mind to alternative methodologies that may emerge that align with the need to assess options on an objective, like-for-like basis.			X	
9-2.668	In relation to National Grid's response to feedback at the previous consultation, disagree with / criticism of National Grid's assertion that the Green Book does not apply to the Project, given that National Grid are a Statutory Undertaker / the transmission network is	The Green Book is guidance issued by HM Treasury on how to appraise policies, programmes and projects. It is intended to ensure that public funds are spent effectively and is applicable to decisions requiring economic justification. Whilst the Green Book is not			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	of public interest despite being privately owned / the Project is a Nationally Significant Infrastructure Projects (NSIPs) which must be approved by a Secretary of State indicating that it is of national interest / National Grid is regulated business with obligations to consider customer, environmental and other considerations (e.g. so National Grid should therefore adhere to the Treasury Green Book guidance and Ofgem should enforce adherence)	explicitly mandated for National Grids Development Consent Order (DCO) projects its principles underpin the regulatory and appraisal process overseen by Ofgem and influence how DCO applications are prepared. National Grid must align its appraisals with Green Book methodologies to satisfy Ofgems funding requirements and demonstrate compliance with the economic, social and environmental objectives outlined National Policy Statements. Whilst Ofgem does not explicitly mandate adherence to the HM Treasury Green Book in all its processes they follows its core principles to ensure economic, social and environmental appraisals align with value for money and efficiency goals. This alignment is particularly evident in its regulatory frameworks such as RIIO where it evaluates projects like is proposed by National Grid.				
9-2.669	Criticism of the analysis of feedback to previous consultation (e.g. responses were 'boiled down' to generic categories)	National Grid followed due process to report on all feedback received during the 2022 and 2023 non-statutory consultations, statutory consultation, targeted and landowner consultations, and to explain how the consultation results have been taken into account. This included responses to the questionnaire, emails and letters. All feedback was read and taken into account. It was then subsequently analysed using a coding framework. This framework enabled the grouping of responses into location, categories and themes.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Each code was responded to within the report within a table specific to the location it was referring to. If no location was specified, or if responses were general to the Project, a separate table ('X- no location') was used. This was considered a reasonable and proportionate approach given the volume of feedback received and preferable to setting out each individual item of feedback in the report which would lead to duplication. Each response was assigned a unique reference number to create an audit trail throughout the analysis process. Quality assurance checks were undertaken to ensure that each response was accounted for and analysed. Some categories (such as visual impact) were split so that comments could be coded as being specific to a certain area of the Project. A response could receive multiple codes to highlight different themes and/or locations covered.				
9-2.670	Concern that surveys submitted by the respondent as part of their 2022 and 2023 consultation feedback were not considered by National Grid	National Grid notes the respondent's feedback, all feedback including surveys has been read and considered. Surveys provided within feedback are considered by our specialists and where applicable have informed the design process alongside other relevant published information. We have completed our own surveys in accordance with the scope and methods agreed with the Planning			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Inspectorate which have informed our Environmental Impact Assessment (EIA).				
9-2.671	Criticism that National Grid incorrectly directs respondents to Chapter 3 of the 2023 Non-Statutory Consultation Feedback Report in regard to National Grid's response to their feedback (e.g. rather than Chapter 4)	National Grid notes the respondent's feedback. This error which affected a small number of responses was identified during the statutory consultation and was rectified. An updated version of the 2023 Non-Statutory Consultation Report was published with the correct chapter referenced.			X	
9-2.672	Criticism that respondent's request for quantitative analysis of socio-economic and natural capital impacts of the Project has not been responded to (e.g. National Grid states that impacts on leisure and tourism will be 'written up' in the Environmental Impact Assessment (EIA) but does not respond to requests for quantification of impacts)	The methodologies for assessing impacts of a Nationally Significant Infrastructure Project (NSIP) projects are agreed through a structured and collaborative process between the developer and statutory consultees as prescribed by the EIA Regulations 2017. The process ensures that methodologies are fit for purpose and proportionate to the potential impacts of the project. Assessment methodologies for NSIPs are agreed upon through a collaborative and iterative process involving the developer, statutory consultees and the Planning Inspectorate. These methodologies must align with regulatory requirements, established guidance, and stakeholder input to ensure a robust and defensible assessment of environmental effects. We have completed a socio-economic assessment as part of the Environmental Impact Assessment (EIA), this is set out in in Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement (ES).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.673	Concern that reports on bird strikes, priority habitats, bird hotspots, landscapes, heritage and culture ('A Patchwork of East Anglian Heritage and Culture', and the Forge Field case and Bramshill case) submitted by the respondent as part of their previous consultation feedback were not considered by National Grid	The bird strike and bird hotspot report provided by the respondent have been reviewed by National Grid's ornithological specialists. The data provided within these documents, including results from past projects, have been included as part of the bird collision impact consideration. A bird collision risk model has been developed for the project and has been based on surveys undertaken and approach agreed with Natural England. The data within the priority habitat report provide has already been captured by National Grid and further detailed surveys were subsequently undertaken to ground truth the desk based habitat information. Full details are provided within outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement. The landscape impact report and viewpoint mapping provided by the ESNP group has been referenced by the landscape team. It is noted that the information includes feedback gathered from residents and any relevant baseline information provided in the document has been proof checked / ground truthed where necessary against sources of information set out in Chapter 13: Landscape and Visual (document reference 6.13), as well as against site surveys and observations, and desk top research. Heritage specialists have reviewed the report. Please refer to the Baseline Report (Vol.6 6.11 Chapter 11) for			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the assessment of scoped in assets, the topography, and historic landscape character, the ES chapter (6.11.A1 Appendix 11.1) which details assets taken forward to assessment, and the Scoped Out Listed Buildings document 6.11.A1 Annex E) which details assets which haven't been taken forward to assessment.				
9-2.674	Criticism of National Grid's response to respondent's suggestion to use existing infrastructure at Bradwell, submitted at previous consultation (e.g. disagree with National Grid's argument that a greater amount of new infrastructure is needed if the landing point chosen is Bradwell and the existing route to south Essex is used)	In respect of connecting at the old Bradwell power station, there is an existing overhead line connection to the Bradwell B site. This has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt, however, this onward connection via Rayleigh to Tilbury is also constrained by urban development and further environmental designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects.				
9-2.675	Concern that physical copies of Project documentation were not available at consultation events / in libraries / Concern that not enough (or any) copies of the various documents for the Project were held at libraries / Inspection Points, and those they did have were rarely well displayed and had to be requested (e.g. Chelmsford; Stanway did not have a complete copy of the Preliminary Environmental Information Report (PEIR), and very few copies of the Community Newsletter including Map, Statement of Community Consultation, and Feedback Questionnaire; in Colchester documents were inconspicuously located on a shelf with consultation documents for other schemes) / Concern that libraries holding copies of Project documentation were not as near to villages impacted by the Project as they could have been (e.g. Writtle)	National Grid sent several copies of the non-technical documents to inspection points along the route, these were normally libraries. We did not provide these libraries with a full copy of the Preliminary Environmental Information Report (PEIR) due to the length of this document and associated costs of printing. We stayed in contact with the inspection points throughout statutory consultation and offered to send additional materials on request. We did send further documents to these inspection points on several occasions. If a member of the public was looking for a specific document related to our proposals, they were all made available on the Project website, and on request we sent copies of documents to properties. For some of the longer documents, we did include a cost for print and postage. All our documents, including a full copy of the PEIR were available at our public information events and we had			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		staff available to help explain the more technical documents. We sent these documents to 25 inspection points along the route, this included Writtle. However, we could not determine how the libraries stored these materials and due to size constraints, they may have been more difficult to find in certain libraries.				
9-2.676	Concern that the consultation period was not long enough (e.g. government guidance recommends 12 weeks, but the consultation was only 10 weeks)	National Grid extended the statutory consultation following the announcement of a General Election in July to run for a period of 15 weeks.			X	
9-2.677	Concern that the 2023 interactive map for the Project remains active and is the second Google result in a search (e.g. this could cause confusion and, due to the absence of draft order limits and traffic access information, could mislead respondents about the scale of the Project)	On the Project website National Grid had the most up to date version of the Project interactive map available. We are aware that the previous interactive map remained online at a unique URL. In our consultation documents, we directed members of the public to our interactive map through the website, which would be the most up to date version.			X	
9-2.678	Regarding adequacy of consultation, concern that there were late changes to the Preliminary Environmental Information Report (PEIR) as per the errata document and corrections log, including to some pages where the edges of maps have been clipped. With this, criticism that National Grid stated that the changes in the errata were not significant, given that the changes may have impacted assessments made by others reviewing the PEIR,	Feedback received during the statutory consultation highlighted discrepancies in one of the figures included in the Preliminary Environmental Information Report (PEIR). Further investigation revealed that a total of 37 figures contained discrepancies, although the extent of the issues varied across the figures. As a result, it was decided to update all 37 affected figures rather than addressing only the specific figure identified by the stakeholder.			X	

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	such as residents and other bodies, and that concern that it would not be reasonable to expect respondents to read the errata / concern that changes were not highlighted in the errata (examples provided by respondent). Likewise, concern that the changes may impact referencing in feedback responses where respondents have referred to specific sheet numbers from the original versions and could create confusion for PINS	The updated figures replaced the superseded versions within the PEIR figures volume on the Project website. To maintain transparency, an errata document was created to outline the specific changes made to each of the 37 figures. Additionally, a stamp was added to each updated figure to clearly indicate that it had been replaced. The revisions, along with the errata document, were completed and uploaded to the project website on 28th June 2024. This ensured compliance with the mandatory consultation requirement of 28 days.				
9-2.679	Concern that there were not enough pre-paid envelopes available at consultation events for respondents to submit their feedback (e.g. ran out at the Chelmsford event)	Due to the high attendance at some of the public information events, National Grid is aware that we ran out of pre-paid envelopes for the return of feedback questionnaires. People were welcome to fill out, and submit, a feedback questionnaire at any of our public information events. The questionnaires, and other forms of feedback, could be sent to us at FREEPOST N TO T, and these did not need a stamp or any further details.			X	
9-2.680	Suggest that detailed models of the Project comparable in quality to those presented at the North Falls statutory consultation should be presented for consultation (e.g. more detail than current)	At the public information events National Grid had 3D visualisations available. These showed views from anywhere within 2.5 km of the alignment. We also had our interactive map, and static visualisations available.			X	
9-2.681	Concern that respondent was advised at a consultation by National Grid's archaeology expert	Baseline data for the historic environment have been collated from the full suite of sources referenced in			X	

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	that they needed to notify Historical Environmental Records and Council Heritage Officer about archaeology for it to be considered (e.g. rather than providing details as feedback to the consultation)	Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). Feedback received through all stages of consultation has also been reviewed and, where relevant, incorporated into Appendix 11.2: Historic Environment Baseline Report (document reference 6.11.A2). Together, these sources underpin the assessment and ensure that the baseline reflects both published evidence and stakeholder input.				
9-2.682	Criticism that attendees were not able to take videos or photos at consultation events (e.g. despite events being held in public buildings)	The public information events were attended by members of the Project team and members of the public, including children. National Grid did not allow for photography or recording inside of the events as we could not guarantee permission from everyone attending.			X	
9-2.683	Criticism that visualisations were only provided of the Project and not of alternative options (e.g. fewer pylons, lower height pylons)	National Grid's 3D visualisation was available at our public information events and showed the proposals from any post code within 2.5 km of the alignment. This was indicative of the proposals that we were developing at statutory consultation. At our public drop-in events during targeted consultation, we had the 3D visualisations available which showed the proposed alignment at the Walthams and Thurrock Airfield with an option to show both the standard and lower height lattice pylon.			X	

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9-2.684	Criticism that documentation for the Project was not indexed (e.g. therefore difficult to navigate) / Criticism that documents had a limited contents page	National Grid notes the respondent's feedback. A contents page was included at the start of each document published at the statutory consultation, including at the start of each volume and document submitted as part of the Preliminary Environmental Information Report (PEIR), which was the largest document published. Each document submitted as part of the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) includes a clear contents page. Within our Development Consent Order (DCO) submission documents, there is a Navigation Document to aid in locating specific documents and contents pages for the Consultation Report have been made more extensive to assist in navigating the document.			X	
9-2.685	Criticism that only residents within 1km, the Primary Consultation Zone (PCZ) of the draft order red line, were notified by National Grid about the consultation despite the Zone of Theoretical Visibility maps showing that the Project would be seen from over 3km, sometimes up to 8km, away. As such, suggest that a wider area should have been covered and that residents in the Secondary Consultation Zone (SCZ), which is a 4km buffer around the red line limit of the draft order limit, should also have been notified	National Grid directly contacted everyone within our Primary Consultation Zone (PCZ) which extended to 1 km on either side of the draft alignment. Our consultation was advertised in the wider area through regional and national newspapers and social media. We welcomed feedback from anyone, regardless of their proximity to the proposals.			X	

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9-2.686	Criticism that National Grid has not provided Geographic Information Systems (GIS) files of the Project or the draft order limits	National Grid was unable to provide the Geographic Information System (GIS) shapefiles during consultation as the shapefiles showed an indicative route alignment which remained the subject of the statutory consultation and has continued to be developed in response to consultation feedback and further engineering and environmental surveys. The information contained within the GIS files was made available to the public in the April 2024 Consultation Newsletter, the interactive map and the photomontages. The alignment has been finalised in response to consultation feedback and further surveys, and the updated Order Limits and other information forms part of our Development Consent Order (DCO) application. The route presented at submission is available on the updated interactive Project map.			X	
9-2.687	Criticism that National Grid did not provide respondent with all documents requested, and had to wait number of weeks for printing and a courier and was told that there may be a charge of maximum £500 (e.g. the Preliminary Environmental Information Report (PEIR))	National Grid made all consultation documents available for request. These requests could be made on any of our dedicated communication channels. For some of the longer documents, we did include a cost for print and postage. Further, all our documents were all made available on the Project website. All our documents, including a full copy of the Preliminary Environmental Information Report (PEIR) were available at our public information events and we			X	

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		had staff available to help explain the more technical documents.				
9-2.688	Criticism that delivery of Project documents needed signing for and the delivery company took photos of the recipients (e.g. as it was intimidating)	To ensure that the Project documents were delivered to properties along the route, National Grid sent these using recorded delivery. We did not request for any photos to be taken on delivery. The Project documents were delivered by a mailing house, and not by National Grid directly so this may have been due to separate rules of the delivery companies.			X	
9-2.689	Criticism that National Grid sent respondent incorrect maps (e.g. for a different area than that requested)	National Grid allowed members of the public to request copies of the consultation materials, including maps. During busier periods of consultation, there may have been a delay in the delivery of these. If someone had not received the documents they requested, received documents other than those they requested, or wanted to request any further documents, we had dedicated communication channels open where they could do so and the requested documents were then posted.			X	
9-2.690	Criticism that there was no formal announcement of the extension to the consultation period	On 5 June 2024 National Grid announced the extension of the statutory consultation. As part of this announcement, we contacted 77,000 properties along the route alongside political stakeholders and community groups. We also advertised the extension of consultation in regional and national newspapers and on social media.			X	

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9-2.691	Concern that National Grid has not shown most up to date plans / agreed changes to the Project (e.g. the "Rochdale principle" allows minor changes within an "envelope" to approved plans, though if National Grid has already agreed changes then these should be shown for consultation; changes agreed during landowner meetings have not been shown)	National Grid presented the most up to date plans at the statutory consultation. Changes requested during meetings with Fisher German were compiled and assessed alongside all other changes requested during statutory consultation. No changes were accepted or agreed by National Grid prior to the start of statutory consultation as all feedback and requested changes needed to be assessed together to ensure a balanced approach.			X	
9-2.692	Concern about the safety of public notices for the Project (e.g. dangerous due to flapping in the wind; scared respondent's horse)	National Grid, throughout the consultation phases of the Project, must install public notices, which either contain information regarding the general project or a specific location. National Grid looks to install these notices at suitable locations, ensuring that they are securely fixed and then check periodically. Unfortunately, due to the amount of information that is required in the notices, multiple pages and the ability for a member of the public to look through the notices is needed. This can result in some notices being able to flap in the wind. If a member of the public has concerns over where a notice has been placed, or the need for the notice, they should contact the Projects lands team.			X	
9-2.693	Criticism that National Grid has justified the Project given existing connection contracts in place with	National Grid has a statutory duty under its transmission licence to facilitate connections requested by developers			X	

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	offshore developers, despite evidence that, in the event that a Development Consent Order (DCO) is not granted for the Project, the contractual obligation to connect the offshore windfarms in question to it falls away / Criticism that the statement by the Minister for Energy Security and Net Zero in the 16th January statement that "the Government will not, and cannot, force changes to contracts" in place with offshore developers is incorrect and, if it formed part of the reasoning for the eventual grant of a DCO, it would not withstand judicial scrutiny	of energy projects, including offshore wind farms, in line with contractual agreements. These connection agreements are entered into in response to the UK Government's energy policies and targets, such as delivering 50 gigawatts of offshore wind capacity by 2030 as part of the net zero strategy. National Grid's justification for the project is not solely based on existing connection contracts but on the overarching need to deliver secure reliable and sustainable electricity transmission infrastructure in line with national energy strategies. The Development Consent Order (DCO) process ensures that the project is thoroughly scrutinised, and any decision not to grant consent would prompt a reassessment of the delivery mechanism for the contracted generation capacity.				
9-2.694	Criticism that National Grid's stance that the Treasury Green Book applies only to policies, not projects, and is not relevant to the determination of an application for a DCO under the Planning Act 2008 ("the 2008 Act") is not correct (e.g. legally flawed)	The Green Book is guidance issued by HM Treasury on how to appraise policies, programmes and projects. It is intended to ensure that public funds are spent effectively and is applicable to decisions requiring economic justification. Whilst the Green Book is not explicitly mandated for National Grid's Development Consent Order (DCO) projects its principles underpin the regulatory and appraisal process overseen by Ofgem and influence how DCO applications are prepared. National Grid must align its appraisals with Green Book methodologies to satisfy Ofgems funding requirements and demonstrate compliance with the economic, social and environmental objectives outlined National Policy			X	

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		Statements. Whilst Ofgem does not explicitly mandate adherence to the HM Treasury Green Book in all its processes they follow its core principles to ensure economic, social and environmental appraisals align with value for money and efficiency goals. This alignment is particularly evident in its regulatory frameworks such as RIIO where it evaluates projects like is proposed by National Grid.				
9-2.695	Criticism that the 2022 and 2023 Non-Statutory consultations are relied upon for the Project at the Statutory Consultation (e.g. the starting point has been the pre-formulated route corridor which was the subject of the Summer 2022 consultation, with the approach one of backchecking and fine-tuning), and (given concerns that the 2022 and 2023 Non-Statutory consultations were legally deficient consultations)therefore there has not been consultation, consistent with the Gunning Principles, on the Project proposals whilst they are at a formative stage. As such, concern that the Statutory Consultation, in the context of the 2022 and 2023 Non-Statutory consultations, is not adequate for pre-application consultation to enable a Development Consent Order (DCO) application to proceed to examination under s.55 of the 2005 Act	Before the statutory consultation, National Grid consulted on a Statement of Community Consultation (SoCC) with potentially affected local authorities along the proposed route. This is a requirement of a project this type and sets out how we intend to consult communities living in the vicinity of the Project. Where practicable, we amended our strategy based on feedback from local authorities, and the SoCC was published at consultation launch on the Project website. As outlined by the Gunning Principles, our four principles of consultation include that it must be at a point where proposals are in the formative stage; there is sufficient information for intelligent consideration; there is adequate time for response; consideration is given to consultation responses before a decision is made. We have followed these steps in line with national planning policy. We have held four stages of consultation in total, giving communities and stakeholders opportunities to feedback and different stages of the design process, and to see			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the updates we have made before an application is submitted. The first public consultation took place in early 2022, and we held the latest stage of targeted consultations in 2025.				
9-2.696	Criticism that National Grid has not addressed technical queries from respondents (generally) / Criticism of the administrative handling of queries from the public (e.g. queries are not answered until a project milestone; getting an answer to queries has been time consuming for respondent)	National Grid notes the respondent's feedback. We believe it to be important that complete and accurate information is shared in an equitable manner across all communities potentially impacts by the Project. To consult, receive and take into account feedback and consider subsequent changes to the Project design is a time consuming but important part of developing the Project. We have sought to consult on our proposals in robust ways which have been agreed with the relevant local planning authorities and we strive to respond to queries promptly where possible.			X	
9-2.697	Criticism of National Grid's raising of administrative documents (e.g. invoices, statements, and remittances) and concern that it is hard to keep track of the various option payments and compensation payments made for different parts of the Project	The Project has not reached the stage of making option payments. If a landowner or appointed agent has any concerns or questions over how payments are made in relation to compensation or agreements, they should contact the Project's Lands team. Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business			X	

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		Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-2.698	Concern that National Grid will take respondent to court if they do not sign the licence agreement (as an access road (easement agreement) is planned through respondent's front gates past their house; no location given)	When National Grid is required to carry out survey works, they would contact the landowner and seek to agree a voluntary survey license. Where a voluntary agreement cannot be reached but access is still required, National Grid would need to serve notice under Section 172 of the Housing and Planning Act 2016, which grants National Grid, and its appointed suppliers permission to take access to the land.			X	
9-2.699	Concern that the Project falls into the consultation zones of several Major Accident Hazard Sites (MAHS) and the consultation zones of several notified Major Accident Hazard Pipelines (MAHP). National Grid should make contact with the respective site operators of the major accident hazard sites identified (H3532 - JH & GM Farrer, Darrow Wood Farm, Shelfanger Road, Diss, Norfolk; H0786 - National Grid Gas PLC, Bishop Stortford Road, Roxwell, Chelmsford, Essex, CM1 4LU; and H0809 - Durox Building Products Ltd, Northumberland Road, Lindford, Stanford - le - Hope, Essex, SS17 0PU) to inform an assessment of whether or not the Project is vulnerable to a possible major accident. The identified notified major accident hazard pipelines' consultation zones that appear within the	National Grid is aware of its obligations under the Pipeline Safety Regulations 1996. We have consulted with the listed pipeline operators where affected and we're working with our experts to assess impacts. From these results and if required, potential mitigations will be developed in collaboration with the pipeline operators.	X			

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	Draft Project Order Limits have expanded and include a single major accident hazard pipeline from a new operator. The full list identified major accident hazard pipelines identified are by operator: - Operated by National Grid Gas PL (5 Feeder Diss Comp Tee / Stowmarket, HSE: 7448, Transco: 1707; 5 Feeder Roxwell / Abridge, HSE: 7598, Transco: 1851; 5 Feeder Braintree / Roxwell, HSE: 7599, Transco: 1852; 5 Feeder Horndon / Tilbury Thames North, HSE: 8189, Transco: 2448; 5 Feeder Roxwell / Horndon, HSE: 8190, Transco: 2449; and 18 Feeder Stapleford Tawney / Tilbury Thames North, HSE: 8191, Transco: 2450) - Operated by Cadent Gas Limited (Yelverton/East Carleton, HSE: 7385, Transco: 1644; Wilby / Frenze Hall, HSE: 7386, Transco: 1654; Roydon Spur, HSE: 7387, Transco: 1646; Bramford / Langham, HSE: 7424, Transco: 1683; Little Braxted / Tye Green, HSE: 7568, Transco: 1823; Langham / Daisy Green / Little Braxted, HSE: 7571, Transco: 1826; Chalk End / Springfield, HSE: 7577, Transco: 1831; Daisy Green Tee / Fordham, HSE: 7584, Transco: 1838; Eight Ash Green Spur, HSE: 7585, Transco: 1939; West Bergholt Spur, HSE: 7586, Transco: 1840; Langham / Ardleigh, HSE: 7589, Transco: 1843; Connection to STN 33 12", HSE: 8140, Transco: 2399; Hordon / Albridge, HSE: 8146, Transco: 2405; Shoulder Hall/ Southend Arterial Road, HSE: 8147, Transco: 2406; Orsett / Chadwell St. Mary, HSE:					

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	8149, Transco: 2408; 8"" Inlet / Station 81/1 (Chadwell), HSE: 8164, Transco: 2423; Inlet / Station 82/2 (Chadwell), HSE: 8165, Transco: 2424; Mardyke / Stock, HSE: 8169, Transco: 2428; Cadent Gas Ltd: Bake Street / Canvey, HSE: 8176, Transco: 2435; Hainault / Ashingdon, HSE: 8179, Transco: 2438; Horndon / Clockhouse Land, HSE: 8183, Transco: 2442; Canvey / Horndon, HSE: 8185, Transco: 2444; and INLET TO MOUNTNESSING STN 314/315 8", HSE: 4107406, Transco: 2426) - Operated by Barking Power Limited (Horndon to Barking, HSE: 7324, Transco: None applicable) National Grid should contact the above pipeline operators to confirm and to inform an assessment of whether the proposed development is vulnerable to a possible major accident from their pipelines.					
9-2.700	Based on the 2024 consultation documents, it remains unclear whether National Grid has considered the hazard classification of any chemical substances that may be proposed to be present at the Project. This may be because there are none due to the nature of the scheme. The respondent would like to highlight that hazardous substances consent (HSC) is required to store or use any of the Categories of Substances or Named Hazardous Substances set out in Schedule 1 of The Planning (Hazardous Substances) Regulations 2015 as amended, if those hazardous substances will be	The Main Works Contractor will adhere to all Health and Safety Executive (HSE) requirements in relation to hazardous substance. Potentially hazardous materials used or encountered during construction (e.g., paints, solvents, sealants, fuel etc) would be safely and securely stored including use of secondary containment where appropriate (to avoid contaminating other material and waste streams). National Grid would adopt good construction and management practices to ensure waste is minimised as far as possible and that the storage, transport and eventual disposal of any waste have limited	X			

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	present on, over or under the land at or above the controlled quantities. Also, there is an "addition rule" in Part 4 of Schedule 1 for below-threshold substances. Further information on HSC should be sought from the relevant Hazardous Substances Authority.	environmental effects. The management and collection of waste arisings would be carried out under the requirements of the UK waste regulatory regime. The Main Works Contractor(s) would produce a Site Waste Management Plan (SWMP) prior to construction (an Outline SWMP is provided as an appendix to the Outline CoCP (document reference 7.2)). The Outline SWMP (document reference 7.2) provides a framework to reduce the generation of waste in the first place and appropriate measures to reuse and recycle materials where practicable. The SWMP would identify appropriate waste facilities to dispose of materials.				
9-2.701	In the 2024 consultation documents, it was not clear if there was consideration of risk assessments arising from the Projects vulnerability to major accidents. The respondent would advise this is considered further in line with Advice Note 11 Annex on the Planning Inspectorate's website - Annex G – The Health and Safety Executive taking account of the following: "it may be beneficial for applicants to undertake a risk assessment as early as possible to satisfy themselves that their design and operation will meet the requirements of relevant health and safety legislation as design of the Proposed Development progresses.". Note that there are no additional requirements for any risk assessments submitted to and approved by the relevant planning	National Grid undertakes regular design reviews as part of the project development. The process of managing and assessing the changes put forward from consultation feedback also get assessed by a number of disciplines with different focus and as such risk and hazards are assessed as part of National Grids standard design procedures which are designed and developed to consider our obligations under statute and guidance from bodies such as HSE.	X			X

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	authority to also be considered by the Health and Safety Executive (HSE).					
9-2.702	Criticism that National Grid has failed to comply with the requirements set out under heritage legislation, national and local planning policy and relevant technical guidance to give due weight to the impact of the scheme on heritage resources	National Grid has worked to minimise potential impacts on the historic environment and its setting, through strategic routing and siting measures. Statutory consultation feedback and the results of archaeological fieldwork have been used to inform design development to reduce as far as practicable impacts to archaeological remains in this area. The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and local development plan policies where applicable. The list of the source is available in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11) The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. We are confident that the methodology applied is robust,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-designated heritage assets, including effects from physical change and change to setting. The assessment findings are presented in Chapter 11: Historic Environment of the ES (document reference 6.11), supported by Appendix 11.1: Historic Environment Baseline Report of the ES (document reference 6.11.A1) and other technical appendices, and include both the assessment of potential impacts and the identification of appropriate mitigation measures.				
9-2.703	Criticism that National Grid scoped out 95% of heritage assets that exist within 5km of the Project from further assessment as part of the PEIR. Of the 5% remaining, all have been assessed as likely to be significantly impacted as a result of the Project, with no mitigation proposed to offset the harm that will be caused to the designated assets within 500m of the line. Operational effects on non-designated assets have not been included within the assessment at all.	The methodology for scoping in and out heritage assets for assessment was developed in accordance with established best practice and relevant guidance, including Historic England's *Good Practice Advice Note 3: The Setting of Heritage Assets (2017)*. This approach was discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings. We are confident that this robust and proportionate methodology has ensured that all assets with the potential to be meaningfully affected by the Project have been appropriately considered.			X	
9-2.704	Suggest that a detailed assessment of settings needs to be provided, based upon Historic Environment Good Practice in Planning Note 3 (Second Edition, 2017). The importance of the setting of the heritage assets lies in the contribution	The Preliminary Environmental Information Report (PEIR) presents the approach and methods used to undertake the setting assessment of heritage assets. The methodology employed aligns with established national guidance, including Historic England's Good			X	

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	that it makes to the significance (or the ability to appreciate the significance).	Practice Advice in Planning Note 3: The Setting of Heritage Assets (Second Edition, 2017), and is further supported by the Scope of the Assessment (document reference 6.5.A2). Further detail is provided in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11), which forms part of Volume 6 of the Development Consent Order (DCO) application. This chapter provides a comprehensive assessment of the potential residual effects of the Project on the historic environment, including: • Direct physical effects on archaeology during construction, including impacts from the movement of contaminants or pollutants and permanent changes to groundwater flows resulting from underground cabling; • Setting and indirect effects on archaeological remains during construction and operation (and maintenance); • Setting and indirect effects on built heritage assets during construction and operation (and maintenance); • Indirect physical effects on built heritage, including vibration or subsidence caused by changes to groundwater; • Physical effects on designated and non-designated historic landscapes, including registered parks and gardens.				

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		To support this, Appendix 11.2: Historic Environment Assessment Tables of the ES (document reference 6.11.A2) has been produced. It outlines the findings of the assessment of designated and non-designated heritage assets during both construction and operation (and maintenance). The appendix also includes a Significance of Effects matrix, clearly illustrating how significance has been determined. The methodology used in the scoping and assessment of heritage assets, including the approach to setting, has been discussed at subsequent thematic working group meetings. and agreed with relevant statutory stakeholders, including Historic England and local planning authorities. We are therefore confident that the methodology is robust, proportionate, and fully compliant with national policy and guidance.				
9-2.705	Criticism that the scoping out of the majority of the heritage assets during the pre-application negates the efficacy of the Environmental Statement (i.e. a detailed assessment of the effects of the Project on the environment will only address 5% of the total historic environment that will be impacted)	The methodology for scoping in and out heritage assets for assessment was developed in accordance with established best practice and relevant guidance, including Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (2017). This approach was discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings. We are confident that this robust and proportionate methodology has ensured that all assets with the potential to be meaningfully affected by the Project have been appropriately considered.			X	

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9-2.706	Inaccurate assessments of Heritage Assets throughout the study area, due to the wrong data being evaluated or as a result of inadequate significance and settings assessments are rife throughout the PEIR. Case Studies demonstrate inadequate information on which the scoping evaluation has been based, which has led to a poor consideration of the significance and setting of each asset. The resulting flawed information consequently leads to the wrong result within the significance matrix, with the result that the majority of the heritage assets within the study areas will not be taken forward to the ES for detailed assessment.	Updates have been made to the Historic Environment Baseline Report (HEBR) (see Environmental Statement (ES) Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1)) and Chapter 11: Historic Environment of the ES (document reference 6.11) to ensure the robustness and clarity of the heritage assessments. These updates have addressed earlier feedback and further enhanced the transparency and accuracy of the assessment process. The approach to assessing the significance and setting of heritage assets has been developed in accordance with established good practice, including Historic England's Conservation Principles (2008) and Good Practice Advice Note 3: The Setting of Heritage Assets (2017), as well as the Design Manual for Roads and Bridges (DMRB) LA 104 and LA 106. The methodology was also informed by ICOMOS and UNESCO guidance and has been discussed extensively and agreed with key stakeholders, including Historic England and local planning authorities, during the scoping process and through Thematic Working Group meetings. The assessments of heritage significance and setting have been informed by a range of data sources, including Historic Environment Records (HER), archive research, site visits, photographic surveys, and fieldwork (e.g. geophysical survey, archaeological trial trenching, and geoarchaeological monitoring). These efforts have provided a comprehensive and evidence-based			X	

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		foundation for understanding the value and sensitivity of both designated and non-designated heritage assets. The significance of effects matrix and scoping decisions were made using professional judgement and in accordance with the agreed methodology. Assets not taken forward to the ES for detailed assessment were scoped out based on a robust understanding of their significance and setting, supported by field data and in line with policy and guidance. We are confident that the updated assessments and the methodology applied ensure a proportionate and thorough evaluation of heritage impacts across the study area.				
9-2.707	Criticism that only a 'screened' Zone of Theoretic Visibility (ZTV) has been submitted and not a 'Bareground' ZTV, as such, the impact that the Project would have on intervening buildings or vegetation has not been assessed. The PEIR states that the ZTV has not informed the decision making process as part of this statutory consultation, but will be included as part of the ES next year. The visibility of the tall infrastructure from the heritage assets along the route has therefore not been taken into account as part of the PEIR, and over 75% of heritage assets have therefore been scoped out without due consideration of impact to views upon the significance and settings of these assets.	Cultural Heritage - The current iterations of the Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) of the Environmental Statement (ES) includes an up-to-date assessment of the Project's impact on the historic environment and incorporates all available ZTV. The Zone of Theoretic Visibility (ZTV) has been used as a starting point in the assessment to provide an indication of theoretical visibility and has been ground truthed in the field so that the assessment conclusions better represent the potential visibility of the Project. Woodland blocks have been modelled into the ZTVs, using the National Forest Inventory mapping dataset			X	

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		which have been assigned a height of 15 m. This is considered a conservative approach to represent the likely screening/filtering effects of mature woodland. However, the ZTVs do not consider the additional screening and filtering effects of hedgerow and field trees, small copses or more recently planted trees, woodland and hedgerows which are found in many places throughout the study area. The ZTVs also would not account for any proposed planting within Environmental Areas around CSE compounds, substations and substation extensions. Hence, whilst the ZTV indicates relatively widespread theoretical visibility, the subsequent assessment been refined by additional survey work to establish likely levels of visibility that are less than those illustrated by the ZTV.				
9-2.708	Criticism that National Grid has not complied with the following in undertaking a desk based assessment of heritage assets: • Standard and guidance for historic environment desk-based assessment (Chartered Institute for Archaeologists (CIfA), 2014, updated 2020) • DMRB LA 106 Cultural Heritage Assessment (National Highways et al., 2020) • Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment (Historic England, 2008) • Managing Significance in Decision-Taking in the	The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and local development plan policies where applicable. The list of the source is available in Chapter 11: Historic			X	

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	Historic Environment. Historic Environment Good Practice Advice in Planning: 2 (Historic England, 2015) • The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition) (Historic England, 2017) • Statements of Heritage Significance: Analysing Significance in Heritage Assets. Historic England Advice Note 12 (Historic England, 2019) • Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (ICOMOS, 2011) • Principles of Cultural Heritage Impact Assessment in the UK (IEMA, IHBC, CifA, 2021)	Environment of the Environmental Statement (ES) (document reference 6.11) The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. We are confident that the methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-designated heritage assets, including effects from physical change and change to setting. The assessment findings are presented in Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11), supported by Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and other technical appendices, and include both the assessment of potential impacts and the identification of appropriate mitigation measures.				
9-2.709	Criticism that the impact associated with heritage assets is based on wrong information, and the level of impact varied between that stipulated in The Historic Environmental Baseline Report (HEBR) and the PEIR. The impact of the Project has not been properly assessed and the suggestion that the preliminary assessment of the PEIR can determine significant positive, negative or neutral effects is fundamentally flawed	The PEIR and the Historic Environmental Baseline Report (HEBR) (see ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1)) presented at the 2024 statutory consultation were written using an earlier version of the Order Limits and represented a point of time. The HEBR (see Appendix 11.1 of the Environmental Statement Appendices (document reference 6.11.A1) has been			X	

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		updated to accompany the ES, in response to design change, consultation and comments.				
9-2.710	Criticism that National Grid has not considered The Energy Act 2023	National Grid has taken into consideration the Energy Act and other national legislation and policy relating to the energy sector and climate change. This is acknowledged in the Planning Statement (document reference 5.6).			X	
9-2.711	Criticism that while setting is correctly identified as making a considerable contribution to the value of both heritage assets, the preliminary operational effect assessment states that the Project will cause only a minor change to the rural aspect of their setting which makes a moderate contribution to their value. This demonstrates failure to cross reference the significance of an asset before assessing likely impact. In reality, the Pylons will dominate the landscape causing substantial harm to the contribution that setting makes to the significance of both listed buildings	National Grid has undertaken a full review and update of the Historic Environment Baseline Report (document reference 6.11.A1) and produced Appendix 11.2 Historic Environment Assessment Tables (document reference 6.11.A2) and Appendix 11.7 Assessment of Harm to Designated Heritage Assets (document reference 6.11.A7). The revised text confirms that the rural setting of Manor House (1179387) and the Church of All Saints (1049992) makes a considerable contribution to the value of each building. That statement is now carried through consistently into the assessment tables, ensuring clear cross-reference between the description of the value and the evaluation of potential change. Our assessment concludes that both assets would experience not significant effects (as assessed in Appendix 11.2) or Lower Less Than Substantial Harm (as assessed in Appendix 11.7) once the project is operational.			X	

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9-2.712	Criticism that the assessment of All Saints Church records incorrectly state that it is located within Tibenham Conservation Area. However, Tibenham does not have a conservation area	Noted. HEBR text edited.			X	
9-2.713	Criticism that The Historic Environmental Baseline Report (HEBR) assessed Little Wenham Castle incorrectly, including stating an incorrect location and providing an incomplete and inaccurate description within the initial section	Little Wenham Castle is located within Wenham Parva Cp of Section C within the Historic Environment Baseline Report (document reference 6.11.A1). The asset has been described in this section as being approximately 1.2km south-east of the Order Limits and 1km north-east of the settlement of Great Wenham and is within the Little Wenham area. The Baseline has been updated to reflect this.			X	
9-2.714	Suggest that National Grid record all points raised by attendees at drop in events	National Grid notes the respondents feedback. Requests for documentation and queries were all recorded at our public information events. Changes requested were also recorded where possible, but attendees were encouraged to submit their feedback through the formal channels to ensure that these were captured and responded to in our consultation feedback reports. Chapter 9 of the Consultation Report (document reference 5.1) provides a summary of National Grid's regard to all of the responses received at statutory consultation and the comments raised.			X	
9-2.715	Suggest additional statutory consultation once ongoing survey work concludes, and missing information becomes available to allow Local	Following our statutory consultation, we held four rounds of targeted consultation for areas where we had made significant changes to our proposals. We have stayed in			X	

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	Planning Authorities (LPA's) to provide meaningful feedback.	contact with Local Planning Authorities (LPA) and have shared information with them where relevant relating to survey work and our consultations. All LPAs had an opportunity to comment on the adequacy of our consultation as part of the Adequacy of Consultation Milestone (AoCM) (see Appendix M of this report) which was submitted in June 2025.				
9-2.716	Criticism that the Preliminary Environmental Information Report (PEIR) does not mention Unexploded Ordnance (UXO) risk, suggests clarification of the approach is included in the Environmental Statement (ES).	National Grid notes the respondent's feedback. UXO risks will be addressed by the Main Works Contractor(s) as part of general health and safety prior to and during construction. UXO risks are not considered to be an environmental concern and risks did not form part of the aspects to be included in the ES (as defined in the EIA Scoping Report (document reference 6.19) or EIA Scoping Opinion (document reference 6.20).		X		
9-2.717	Criticism that National Grid has not considered Babergh Mid Suffolk Joint Local Plan (2023)	Section 104(2) of the Planning Act (PA) 2008 sets out that the primary policy considerations for Nationally Significant Infrastructure Projects (NSIPs) include any relevant National Policy Statement (NPS). The NPSs are produced by the Government, pursuant to specific legislative requirements under the PA 2008 to set out policy for nationally significant development in a particular sector and provide the framework for decisions on applications for NSIPs in that sector. In this case, the Energy NPSs (NPS EN-1 and NPS EN-5) are of relevance to the Project, therefore Section 104 of the PA 2008 applies.		X		

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		Other national and local policy may also be considered 'important and relevant' to the decision-making process by the Secretary of State. The Project has considered current and emerging local policy documents relevant to the Project, including the Babergh Mid Suffolk Joint Local Plan, which are likely to inform the local impact reports prepared by the Local Planning Authorities, and which may be relevant and important in their own right. The Planning Statement (document reference 5.6), submitted with the application for development consent, includes an assessment of planning policy.				
9-2.718	In relation to Preliminary Environmental Information Report (PEIR) Volume 1 Section 11.2.6, suggestion that the section makes to reference the National Planning Policy Framework (NPPF), in accordance with the Planning Act 2008 and EN-1	Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and other related documentation has been produced in adherence with the National Planning Policy Framework (NPPF) and in accordance with the Planning Act 2008 and EN-1 amongst several other guidance documents.		X		
9-2.719	Criticism that a draft Outline Landscape and Ecology Management Plan (OLEMP) has not been provided and suggestion that it is prior to the submission of the Development Consent Order (DCO) application, to resolve any potential issues before examination.	The Outline Landscape and Ecological Mitigation Plan (LEMP) (document reference 7.4) has been shared with statutory consultees and updates have been incorporated from the feedback provided.		X		
9-2.720	Suggest that National Grid actively engage with the Councils to secure benefits for and investment in local businesses and employment networks.	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and		X		

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		skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.721	Landscape and visual impacts: 1.2 The PEIR notes significant negative effects on landscape views and visual amenity during both construction and operation, with potential impacts on health of residents. Report notes it is difficult to conclude an overall significance on health and wellbeing of landscape and visual effects during the	The Environmental Statement (ES) identifies that there will be significant effects on landscape and visual amenity during construction and operation. The landscape and visual effects on the landscape and people are considered in Chapter 13 Landscape and Visual (DCO document 6.13). This includes consideration of the effect of lighting during construction		X		

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	operation (and maintenance) and considered to be neutral during construction due to temporary effects and relevant mitigation. It is crucial to assess these impacts further within the ES. We recommend: • As stated in Paragraph 13.9.29, assess how to further reduce visual effects in some locations through additional measures to help change the effect from significant to not significant within localised areas or from specific visual receptors. To also incorporate qualitative input from impacted receptors • The Essex Healthy Places Guidance and Essex Green Infrastructure Strategy highlight evidence base around the positive benefits to health and wellbeing from open green and blue spaces. We recommend that the Ecology and Biodiversity section of the ES is also considered within the Health and Wellbeing chapter. There may be potential health benefits from mitigation strategies that aim to improve the natural environment along the linear route of the Project. LV10 highlights mitigations that the draft Oder Limits could include adequate room for planting and potentially mounding for additional screening. • Paragraph 13.8.12: notes significant negative visual effects during construction which could potentially include lights if present at night that could extend up to 2km of the draft order limits in some	and operation. The effects on health and wellbeing are considered in Chapter 10 Health and Wellbeing (DCO document 6.10). The Landscape and Visual Impact Assessment (LVIA) follows the industry guidelines (Guidelines for Landscape and Visual Impact Assessment, 3rd Edition). The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community				

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	locations. It is noted that effects would be transient and change throughout the construction period noted in paragraphs 13.8.16 to 13.8.19. However, further assessment of landscape and visual effect should be presented within the ES • PEIR notes that significant negative effects on views and visual amenity during operation (and maintenance) are predicted to be experienced for the majority of receptors particularly where close views of the Project are available and are unable to conclude on overall significance on health and wellbeing during operation of the Project. Public Health encourages consideration of how significant negative impacts could be off set through positive community benefits for local communities within Essex, such as funding for community energy schemes, training, and skills investment within the local area for those adversely affected by the Project particularly in areas of with high levels of deprivation	Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.722	The respondent requests that National Grid provides confirmation on the timing and sequencing of the negotiations it has had with CEG Land Promotions Limited (CEG) relating to land rights and the potential undergrounding of existing electricity transmission infrastructure at Dunton Hills Garden Village (DHGV). The respondent notes on paragraph 2.6.4 of National Policy Statement (NPS) EN-5 that where compulsory acquisition rights are sought,	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). An assessment of effects on visual receptors is provided in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). For Visual Receptor Area		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	permanent arrangements are strongly preferred over voluntary wayleaves. The respondent strongly advocates this position as it provides greater reliability, economic efficiency and reflects not just the importance of delivering critical national priority (CNP) infrastructure, but the need for robust assessment and the application of the mitigation hierarchy which should include compensation (paragraph 2.6.6 of NPS EN-5).	(VRA) C13 Little Bromley significant effects are identified up to a distance of approximately 1.5 km from the Project. An assessment of effects on visual receptors at representative viewpoints is provided in Annex A to Appendix 13.3. The following is a summary of effects at the identified viewpoints: Viewpoint 3.21 Barn Lane, Little Bromley (Figure 7.12.F88) (document reference 7.12) – not significant during construction and operation Viewpoint 3.12 Waterhouse Lane, Burnt Heath (Figure 7.12.F81) (document reference 7.12) – significant during construction and operation, reducing to not significant at year 15 when mitigation planting is semi-mature Viewpoint 3.13 PRoW, Little Bromley (Little Bromley 16) (Figure 7.12.F82) (document reference 7.12) – significant during construction and operation Effects on Dedham Vale National Landscape are set out in ES Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5).				
9-2.723	In relation to the Preliminary Environmental Information Report (PEIR) Volume 1 section 5.14.16, suggestion to consider Department for Transport (DfT) policy guidance "Water Preferred Policy Guidelines for the movement of abnormal indivisible loads". Suggestion that all stages of the project should	National Grid has prepared an AIL Strategy (appendix A of the Outline Construction Traffic Management Plan (document reference 7.3) and a Multi-Mode Transport Report (appendix G.1 of the Transport Assessment (document reference 7.11). Both these documents consider the policy guidance "Water Preferred Policy		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	support and encourage a modal shift of freight from road to more environmentally sustainable alternatives, such as rail, cargo bike, maritime, and inland waterways. Including appropriate provision for infrastructure needed to support the use of alternative fuels, including charging for electric vehicles.	Guidelines for the movement of abnormal indivisible loads". Overarching National Policy Statement for Energy (EN-1) (National Policy Statement EN-1) states that: '*All stages of the project should support and encourage a modal shift of freight from road to more environmentally sustainable alternatives, such as rail, cargo bike, maritime and inland waterways, as well as making appropriate provision for and infrastructure needed to support the use of alternative fuels including charging for electric vehicles*.' National Policy Statement EN-1 is considered in the Transport Assessment (document reference 7.11), where multiple sustainable transport modal options have been assessed for their appropriateness in delivering the materials required for the Project. The approach to material supply and associated transport logistics will be refined following detailed design, and commercial agreements for the procurement of material quantities. The Multi-Mode Transport Report has identified potential facilities for the delivery of materials for the Project by either rail or water-borne transportation. In the event that development consent is granted for the Project, National Grid, in collaboration with the appointed Main Works Contractor(s), will pursue the exploration and implementation (where feasible, commercially viable and operationally reasonable) of alternative transport modes to deliver materials and large and/or heavy items.				

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Design Change						
9-2.724	Oppose the use of underground cables (generally - no location given) / Concern about the use of underground cables (e.g. due to impact of construction)	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the statutory consultation, targeted and landowner consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that '*the government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments would cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty (AONB))*'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project has incorporated suitable consideration of the existing	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		environment, ecology and site ground conditions based on site specific survey data. We have undertaken an Environmental Impact Assessment (EIA) which includes a baseline of the existing environment as well as site specific information and survey data.				
9-2.725	Suggest a minimum distance that the Project should be sited from residential areas / residences	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Appendix I22 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted and landowner consultations, we have modified the alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties or other receptors. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA) process. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). This assesses the impact of the Project and identifies the need for additional mitigation if required.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.726	Suggest that existing overhead lines should be removed (generally - no location given)	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.		X	X	
9-2.727	Suggest that existing overhead lines should be replaced by underground cables (generally - no location given)	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with NPS EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.				
9-2.728	Suggest that the existing overhead lines are reinforced / upgraded instead	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations would be required to accommodate the changing demands on the network.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.729	Suggest that the Project is routed away from populated / residential areas (generally - no location given)	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and	X	X	X	

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		Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line would be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual amenity. The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13).				

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		The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.				
9-2.730	Suggest that the Project should run in closer to / parallel to the existing overhead lines (generally - no location given)	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.				

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9-2.731	Suggest that underground cables are used (generally / for entire of the Project)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria				

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		where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.				
9-2.732	Suggest that underground cables are used in populated / residential areas (generally - no location given)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due			X	

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		consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at all populated or residential areas in this section would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-2.733	Suggest that the Project should use lower height pylons	Consideration has been given to the use of low height pylons in circumstances where standard lattice pylons are considered to be inconsistent with policy. These low height design lattice pylons are useful where height is a strong consideration, however they also occupy a greater footprint and have a bulkier and denser profile. They can therefore provide visual benefits in some scenarios, for example where a reduction in pylon height means that views of the tops of pylons are screened by intervening woodland. In other scenarios they can	X		X	

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		increase adverse visual effects, for example where relatively close to visual receptors without intervening filtering vegetation where they are likely to appear more noticeable in views from residential receptors. Low height lattice pylons have been proposed as necessary to reduce effects in two locations, to the north-west of Little Waltham and to the east of Thurrock airfield.				
9-2.734	Suggest that the Project should use T-pylons	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure.	X	X	X	

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		Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-2.735	Suggest that the capacity of the Project is increased	The Project would be constructed at the highest capacity currently available. This would be in line with the existing networks that are being updated in East Anglia including the existing Norwich to Bramford circuit and the Bramford to Rayleigh circuit.			X	
9-2.736	Suggest that the Project should be offshore / Suggest an offshore grid is used instead (including partial offshore option)	The Government has set a target that by 2050 the UK will have net zero carbon emissions. In order to achieve this, and hit the targets along the way, such as connecting 40 GW of offshore wind by 2030, new	X	X	X	

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		infrastructure will be needed to deliver the increased energy production. This will include new overhead lines, underground cables, Cable Sealing End (CSE) compounds (where underground cables meet overhead lines) and substations. Offshore solutions were considered as part of our strategic proposal to upgrade the network in East Anglia. The Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) examines several strategic options that were considered for the Project that might achieve the required reinforcement including offshore and subsea options. These options were not taken forward as they did not fully address technical or physical/geographical constraints or enable the network to operate to the required standards. A subsea connection would have a third of the capacity of the proposed overhead line connection and therefore to transfer the anticipated levels of power generation, three subsea connections would be required including associated infrastructure such as convertor stations. This would make the connection significantly more costly to energy bill payers. In addition, an offshore option would still require development of onshore infrastructure. This would include onshore connections from Norwich, Bramford and Tilbury respectively to the coast. The onshore work is required to reinforce the existing onshore transmission network and ensure that National Grid can continue to				

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		operate the transmission network safely and securely with the increase of generation connecting into the East Anglia area. The National Electricity System Operator (NESO (formerly ESO), leads an annual process looking at how the electricity transmission network might need to adapt to likely changes to where the electricity we all use will come from. That starts with stakeholder discussions and analysis about potential Future Energy Scenarios (FES) which are published each summer. NESO takes those different scenarios and looks at what that might mean for the transmission network over the next ten years, publishing an Electricity Ten Year Statement (ETYS) each November. The transmission network owners, including National Grid, respond to the issues outlined in the ETYS with suggestions as to how those can be addressed. Then in January each year, NESO publishes a document known as the Network Options Assessment (NOA), which outlines their recommendations as to which reinforcement projects should be taken forward during the coming year to meet the future network requirements. A need was identified to resolve electrical boundary issues in East Anglia. There are three onshore power boundaries where additional system flexibility is required to ensure that power generated in the area from offshore wind farms and nuclear generation has more ways to flow into the wider transmission network during maintenance or faults on the system.				

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		In addition, two new offshore wind farms off the Suffolk/Essex coast are currently proposed to be connected to the transmission network to transport the low carbon energy they will produce to the homes and businesses where it will be used along with an interconnector from the European continent. The NOA 2021 identified need for an upgrade to the existing line in East Anglia in all FES and this was confirmed in NOA 22.				
9-2.737	Suggest that the Project should run adjacent to existing transport infrastructure generally	While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure,			X	

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		commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.				
9-2.738	Suggest that energy is generated near to where it is needed instead (e.g. London) / Criticism that energy is being generated far from where it is needed	National Grid does not determine or implement policies that influence the form and location of energy developments. Those matters are for Government to take forward. Our role is to respond to the connection requirements for projects that are developed in line with Government Policy to integrate them into the National Transmission System (NETS) in a timely, economic and efficient manner in line with relevant policies and our statutory duties under Section 9 of the Electricity Act 1989.	X		X	
9-2.739	Suggest that underground cables are installed using Horizontal Directional Drilling (HDD) rather than open trenches (cut and cover)	Trenchless installation techniques, such as Horizontal Directional Drilling (HDD), can be used as an alternative to a trenched (cut and cover) approach to install underground cables. It is usually the choice of methodology where minimal disturbance to above ground features is required, given trenched methods are more disruptive in terms of the level of disturbance to the landscape and environment. The benefits of using HDD need to be carefully considered to ensure ground	X	X	X	

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		conditions are suitable and that the balance of potential environmental effects is achieved. When utilising HDD the underground cables need to be installed at a greater depth to provide adequate protection against inadvertent excavation strikes as this method doesn't allow us to install warning tapes/tiles above the cables. Furthermore, local constraint features that interface with the route such as water courses or other buried infrastructure may require the cables to be installed deeper to avoid clashes. The deeper the underground cables are installed, the wider they need to be spaced to allow for suitable thermal dissipation (avoiding overheating) and so a wider below ground asset corridor needs to be present to allow for the permanent underground cable corridor, this can be quite difficult to ascertain. HDD as a methodology increases complexities with regards to engineering, programme and in turn increase cost hence why HDD is not the preferred methodology of underground cable installation but more so an alternative means where National Grid needs to negotiate the route close to environmental sensitive receptors. We fully assess the underground cable routes in detail considering the route incumbent features and potential effects of installation by open trench method. Where such methodology is deemed not preferred then				

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		installation by HDD methods will also be assessed before deciding on where HDD would be used. There is approximately 21.5 km of underground cable on the Project. The additional cost of utilising trenchless methods for the Project is not practical or justified in policy terms. However, National Grid remains keen to keep trenches open for the shortest practical length of time.				
9-2.740	Suggest the use of 'Superconducting cable' technology	National Grid is monitoring how this technology develops in the future, but for the moment it is not a deployable technology that could be considered for any current projects. Superconductor technology remains in its' infancy and has only been trialled in a limited number of circumstances globally. The technology is not at the level of development maturity where it can provide the capacity, voltage level or distance required for this Project.			X	
9-2.741	Suggest schemes to reduce energy consumption / other energy saving schemes	Whilst National Grid is continually encouraging consumers to use less energy, the modelling predictions stated in the Government's Energy White Paper (EWP) suggests that the overall electricity demand could double by 2050 largely as a result of the electrification of cars and vans and the increased use of clean electricity replacing gas for heating. The EWP states that "as a result, electricity could provide more than half of the final energy demand in 2050, up from 17% in 2019 and			X	

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		would require a four-fold increase in clean electricity generation". In order to meet this demand, the Government's EWP has outlined a plan to increase energy from offshore wind to 40 GW by 2030 (target increased to 50 GW in April 2022). Notwithstanding this predicted increase in electricity demand, the Government recognises that smart technologies will need to be implemented to reduce electricity consumption, for example in buildings, the use of smart meters and appliances and energy storage. The recently published Clean Power 2030 report (Annex 1: Electricity demand and supply analysis) calls for the widespread adoption of efficient products and energy efficiency measures to manage the electrification of demand.				
9-2.742	Suggest that alternative energy sources are used instead of nuclear / wind (e.g. Tidal, hydrogen)	To meet the predicted doubling in electricity demand by 2050 and the Government's 2050 Net Zero target, the Government Energy White Paper (EWP), whilst not planning for a specific technology solution, predicts that "a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar" but also complementing intermittent renewables with technologies including nuclear and gas with carbon capture and storage. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network. As well as the Tarchon Interconnector, the Project will also fulfil connection			X	

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		offers for two offshore wind farms - North Falls and Five Estuaries - which will contribute to the Government's 50 GW offshore wind target. The advantages of offshore wind farms compared to onshore are that they are considered more efficient (with higher wind speeds and consistency in direction) and are further away from local populations. The Project will also provide increased capacity for future generation from various generators.				
9-2.743	Suggest that existing overhead lines are converted to Direct Current (DC) to avoid the need for new overhead lines (e.g. as in an alternating current system at 400 kV the current is mostly concentrated in the skin of the conductor, whereas the current density in a conductor carrying direct current is uniform across the cross sectional area; as capacity could be increased by eight times for a double circuit overhead line)	Alternating Current (AC) power is able to share power between sources and loads much more easily than Direct Current (DC) power, allowing for a more stable and flexible grid. The infrastructure for AC power grids is already widespread, making retrofitting and upgrading existing AC infrastructure more cost-effective than building new DC infrastructure with the wider network running as AC, to use DC power would require the construction of converter stations which take a large footprint of land and would be required wherever we currently interact with any other electricity import or export to or from the grid.	X		X	
9-2.744	Suggest providing a shore connection at Sizewell rather than constructing a new route from the coast	This feedback relates to the new connections being developed for the North Falls and Five Estuaries windfarms and Tarchon Interconnector. The connection offers made by the Electricity System Operator (ESO) to the respective developers establish the most appropriate point of connection bearing in mind factors such as required power transfer and system capability. ESO identified that these offers should be made into a new	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		connection node referred to as the East Anglia Connection Node (EACN) substation, with National Grid having a duty to develop the network to enable this connection. The Corridor and Preliminary Routeing and Siting Study (CPRSS) reports the work done to locate the EACN substation and rationale for its inland location.				
9-2.745	Suggest that Project follows railway lines instead / Suggest that overhead lines for rail are upgraded instead	While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid do not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling would reduce environmental effects or improve compliance with the Holford Rules (these can be found in Appendix I22 of this report) or be more consistent with the statutory duty under the Electricity Act 1989 to be economic and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.				
9-2.746	Suggest that underground cables and / or an offshore solution is used for the Project with the additional cost for this charged to the consumers (e.g. through a loan from Central Government) / through taxes	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at other locations which are proposed as overhead line would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Our proposals include underground cable within the Dedham Vale Area of Outstanding Natural Beauty (AONB) and some select other areas. Wherever undergrounding is being considered, we need to ensure we're carefully considering the local environment too. This includes looking at local habitats, heritage, and other factors such as watercourses and rivers in order to reduce impacts. There is also no fully offshore solution to connect offshore wind to the Grid. We have to bring the power				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		onshore somewhere. Our job is to carefully consider the most feasible options and present proposals for public consultation, which go as far as possible to address impacts on local communities and the environment and also deliver for electricity consumers.				
9-2.747	Suggest that the Project should run adjacent to major roads (including the M11 / A12 / M25 / A14 / A11 / A13 / A130)	While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road infrastructure, National Grid do not consider these benefits arise for the whole route. Roads such as the M11, A12, M25, A14, A11, A13 and A130 potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling the roads would reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.				
9-2.748	Suggest that the Project uses underground cables and follows the alignment of the A12 (i.e. underground cables beneath the A12)	National Grid notes the respondent's feedback. If an underground cable experiences a fault or breakdown, identifying and repairing the underground cable can be more challenging, costly and time-consuming, if the underground cables were run to follow the A12 then this would require the highway to be shut down in such an event in order to locate the fault, excavate and repair. A large corridor is required for the underground cable swathe as it needs to accommodate up to 18 underground cables, this is much wider than the A12 alignment can provide. Aswell as the underground cabling, we also need to position above ground earthing pillars, these need to be positioned as near as possible to each joint bay which are normally positioned every 800-1000 m, the positioning of these within a live highway would also be problematic. During construction the jointing of the underground cables would also require the road to be closed for a considerable amount of time. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at other locations proposed as overhead line would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-2.749	Suggest that the Project uses brownfield landing sites	Routeing and siting studies that have been undertaken for the Project have considered whether brownfield sites provided suitable opportunities for the siting of the East Anglia Connection Node (EACN) substation. Responsibility for the Landing Sites as noted by the respondent rests with third party developers and not with National Grid. No sites were identified for the EACN substation that met the requirements for the Project. This was reviewed after feedback was considered from the 2022 and 2023 non-statutory consultations and statutory consultation where alternative EACN substation locations were proposed. Reasons for not preferring alternative brownfield locations have been set out within the 2023 and 2024 Design Development Reports (available on the Project website), and the 2025 Design Development Report (document reference 5.15) submitted as part of the Development Consent Order (DCO) application.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.750	Suggest that underground cables are used for the entire Project with the government contributing significantly towards this (i.e. the Project is needed to meet the net zero aspirations of the Government)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at other locations proposed as overhead line would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-2.751	Suggest that the energy network is nationalised and brought under the authority of the UK Government	National Grid is a private limited company. National Grid Electricity Transmission plc (NGET) (referred to as 'National Grid'), owns and maintains the national high voltage electricity transmission network throughout England and Wales. It's National Grid Electricity Transmission that's developing plans for the Project. For the transmission network to be nationalised, it would be a Central Government decision to do so. Any large-scale nationalisation will almost certainly require primary legislation, and there is no current act of parliament in place for the electricity transmission network to be owned by the UK Government. However, a new publicly owned National Energy System Operator (NESO) has been established through powers			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		under the Energy Act 2023. This sets out the responsibilities of the new public body to maintain the UK's energy supplies, protect energy consumers and plan for an efficient clean energy system that is fit for the future.				
9-2.752	Suggest that National Grid upgrade power transport units on existing overhead lines instead of the Project	The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network. The existing overhead lines cannot be further adapted safely and securely to enable them to carry more power or additional conductors (wires) added to take the amount of power being proposed in East Anglia.			X	
9-2.753	Suggest the pylon design mirrors those used in conjunction with the Hinkley Point C development to reduce the impact on landscape	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				

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9-2.754	Suggest that underground cables are used for the entire Project and that these follow the alignment of existing gas pipelines	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at other locations proposed as overhead line would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. National Grid notes the respondent's feedback. Underground cables are less efficient than overhead lines, especially at high voltage and capacity. This can lead to a loss of transmission capacity, which can be compensated for by installing additional devices. However, these devices can create resonance that disrupts the stability of the grid. It's also easier to identify faults and perform maintenance on overhead lines. If an underground cable fails, it can be very difficult and expensive to inspect and repair. The installation of shunt or series reactors to provide stability to the additional underground Alternating Current (AC) cables would require substation				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		compounds all along the cable route to house the Low Voltage Alternating current (LVAC) and Direct Current (DC) supplies as well as the required protection and control systems. Also, additional underground crossings would require more trenchless installation which would significantly extend the completion programme, not to mention a number of major crossings would require tunnelling or trenchless installation technologies again increasing cost and programme.				
9-2.755	Suggest the Project uses High Voltage Direct Current (HVDC) cables (e.g. Alternative 8 proposed by the Electricity System Operator (ESO) in the East Anglia Review) / Suggest that HVDC cables are used as opposed to Alternating Current (AC) cables (e.g. with a converter near London)	The transmission network already used Direct Current (DC) cables as part of its system to transmit power over long distances – Scotland to southern England or from England to the continent. The use of DC cables within the more local transmission network however creates constraints and increases costs due to the technology that is required to convert the DC to Alternating Current (AC) for domestic transmission and household use. AC power is also easier to balance and distribute (especially with fluctuating power flows like from wind farms and solar). National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using DC technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; AC overhead lines (established	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
9-2.756	Suggest that the Project should be brought onshore at Bradwell (e.g. to reduce cost compared to a full offshore option)	In respect of connecting at the old Bradwell power station, there is an existing overhead line connection to the Bradwell B site. This has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt, however, this onward connection via Rayleigh to Tilbury is also constrained by urban development and further designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects.				
9-2.757	Suggest use of smart grid technologies and / or microgrids as an alternative to the Project	Smart Grids (Smartwires) are being installed in the UK at 400 kV. This technology complements the current transmission and distribution network however does not on its own remove the issues around life expired current assets, the need for increased capacity and the need to connect in and allow more green energy solutions to connect in. The 2023 and 2024 Strategic Options Backcheck and Review (available on the Project website) published at both the 2023 non-statutory consultation and the statutory consultation in 2024 as well as the 2025 Strategic Options Backcheck and Review (document reference 7.17) set out the different options considered and how these were taken forward and determined that the Project as proposed remained the preferred technical solution.			X	
9-2.758	Suggest that the Project should utilise existing infrastructure at Bradwell having been brought	In respect of connecting at the old Bradwell power station, there is an existing overhead line connection to	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	onshore at this location (e.g. existing overhead lines at Blackwater Estuary from the now redundant nuclear power station)	the Bradwell B site. This has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt, however, this onward connection via Rayleigh to Tilbury is also constrained by urban development and further designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects. This is set out in the 2023 and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		2024 Design Development Reports published in subsequent consultations, found on the Project website.				
9-2.759	Suggest that subsidies for solar and wind energy are used to subsidise an offshore solution for the Project instead	Subsidies are a matter for Government to consider. National Grid takes forward its proposals under the current regulatory and national planning policy framework. If that changes then National Grid will back-check its proposals in light of that. Offshore solutions were considered as part of our strategic proposal to upgrade the network in East Anglia. The Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) examines several strategic options that were considered for the Project that might achieve the required reinforcement including offshore and subsea options. These options were not taken forward as they did not fully address technical or physical/geographical constraints or enable the network to operate to the required standards. A subsea connection would have a third of the capacity of the proposed overhead line connection and therefore to transfer the anticipated levels of power generation, three subsea connections would be required including associated infrastructure such as convertor stations. This would make the connection significantly more costly to energy bill payers.			X	
9-2.760	Suggest that Sizewell C is built at Tilbury instead to remove the need for the Project	Sizewell is just a power generator – it would still require the transmission and distribution network to carry the power generated into the wider National Grid.			X	

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		National Grid is not in control of where generators decide to build their generation assets and nuclear would present its own siting challenges which would have been assessed as part of their planning process.				
9-2.761	Suggest local power solutions instead of the Project (e.g. solar, wind, etc)	The project responds to the need to overhaul and upgrade the electricity transmission network to ensure that renewable energy can move from where it's generated to where it's needed. There are a number of offshore wind projects which are due to connect to the grid in 2030. We are already carrying out work to reinforce and upgrade the existing network in East Anglia, but even with these upgrades, the network will not be sufficient for the amount of new electricity connecting to it. As a result, our proposals for a new overhead line between Norwich and Tilbury are essential in supporting the wider UK transition to renewable energy. Local solar and wind power instead of this project would not meet this need to connect to existing projects which are coming online.	X		X	
9-2.762	Suggest that a main pipe is built offshore around the UK with inlets and outlets for electricity, gas, fibre optic cables, and fresh water	We have considered the feedback and note this would require a holistic approach to all UK wide service providers but would also create constraints in terms of funding, serviceability and ownership. Also on a security front, the UK would not want all major services and utilities running in the same space for various security reasons. This kind of coordination and interface doesn't exist on shore under present arrangements in roads etc and is considered unfeasible. Sharing of ducts between			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		different utilities also introduces health and safety and maintenance issues that could not feasibly be managed. Offshore options were considered and explored at strategic stage and are looked at in the strategic option back check documents produced throughout the consultation process. The conclusion from the reviews is that an onshore solution for this particular project remains the most appropriate option to take forward.				
9-2.763	Suggest that National Grid use a wind farm in France and run cables under the sea or through the channel tunnel	The Project is responding to the regional challenge of new offshore wind, nuclear power generation, and interconnectors coming into East Anglia and the south-east along the East Coast. The need case for the Project is explained in the Strategic Options Back Check and Review (2024). Connections for new offshore wind and nuclear power generation projects, and for interconnectors, are expected into East Anglia by 2030. These are being constructed or are expected to connect into substations at Necton, Norwich Main, Bramford, Friston and Sizewell. Additionally, agreements are in place with Tarchon Energy for a 1400 megawatt (MW) interconnector between the UK and Germany, and with the North Falls and Five Estuaries offshore wind farms for connection into the new East Anglia Connection Node (EACN) substation. National Energy System Operator (NESO) (previously National Grid Electricity System Operator (ESO)) assessments have concluded that the existing high voltage electricity network in East			X	

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		Anglia requires reinforcement to ensure the network continues to meet the Security and Quality of Supply Standard (SQSS). National Grid does not determine or implement policies that influence the form of energy developments. Our role is to respond to the connection requirements for projects that are developed in line with Government policy to integrate them into the National Transmission System in a timely, economic and efficient manner in line with relevant policies and our statutory duties under the Electricity Act 1989.				
9-2.764	Suggest that the Project switches between lattice and T-Pylons, including sections of T-Pylons	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard			X	

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		lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-2.765	Criticism that 2030 is not realistic / necessary for the Project, so alternatives should be used instead (e.g. the Project should be offshore / underground / use High Voltage Direct Current (HVDC) cables) / Suggest that delivery date for National Grid to	National Grid is legally obliged (under its Transmission Owner Licence) to provide capacity at the dates formally agreed in contracts with energy generators (or customers). Contract dates are set out by National	X	X	X	

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	provide additional capacity on the network is changed to a later date (e.g. 2034) so that alternatives could be used instead of the Project / Criticism that National Grid has accelerated the Project to meet 2030 deadline (e.g. lack of consideration of alternatives)	Energy System Operator (NESO), independent of National Grid. It is also responsible for delivering major new projects to connect more clean, low-carbon power to the transmission network in England and Wales. These projects play a vital part in achieving the UK Government's ambition of connecting 50 GW of offshore wind by 2030. They will be delivered under the regulator's Accelerated Strategic Transmission Investment (ASTI) framework. Strategic alternatives for the Project, including underground cables and offshore cables, have been considered and are set out in the published Strategic Options Backcheck and Reviews (SOBR) published in 2023 and 2024 (available on the Project website) and the 2025 SOBR (document reference 7.17).				
9-2.766	Suggest that the Project uses existing disused infrastructure at Bradwell-on-Sea (e.g. to avoid the use of greenfield sites) / Suggest that existing unused 132kV transmission between Bradwell and Rayleigh and the existing unused substation at Bradwell are upgraded to 400kV and utilised instead of the Project (e.g. in line with National Grid's Electricity Act Duties under Schedule 9, and in line with National Policy Statement (NPS) EN-5; to reduce cost and environmental impact, such as by reusing existing concrete foundations; given that National Grid possesses pre-existing relationships	In respect of connecting at the old Bradwell power station, there is an existing overhead line connection to the Bradwell B site. This has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt, however, this onward connection via Rayleigh to Tilbury is also constrained by urban development and further designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet			X	

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	with landowners in these regions, simplifying the process of negotiating access and easement agreements; given that there is no conflict with the future development of Bradwell B and opportunity to connect Bradwell B to an upgraded 400kV line; given that the surrounding areas of Bradwell are already acclimatised to the presence of pylons, so upgrading the existing line would have a lesser impact on property valuations and therefore compensation for private loss payable by National Grid would be significantly less; to reduce impact on heritage and ecology; given that the impact of upgrading infrastructure at Bradwell on the Blackwater SSSI and Ramsar sites would be minor compared to the environmental impact across Essex, Suffolk and Norfolk)	compliance standards) requiring either a double overhead line through the Bradwell peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects.				
9-2.767	Suggest that the Project uses brownfield sites / brownfield land	The development of the Project has considered whether suitable brownfield sites were available for the siting of infrastructure. In general, such sites are few in number, of inappropriate size, have incompatible former uses (e.g are made ground), are located remotely from the route such that for example they any diversion considered would be less economic and efficient. For example, we have considered the use of former airfields (such as Boxted) for the siting of the East Anglia	X	X	X	

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		Connection Node (EACN) substation but ruled it out as explained in the 2025 Design Development Report (document reference 5.15). This was due to the greater impact on the National Landscape from multiple underground corridors.				
9-2.768	Suggest that National Grid use the Project to add value rather than devaluing, by routing the Project over already developed areas (e.g. demolishing run down tower blocks and community areas, and rebuilding them to give the owners an increase in their homes value, rather than decreasing the value of homes that are set in countryside but get ruined)	National Grid has carefully considered the presence of existing homes and buildings, environmental features and other constraints in developing its proposals. The proposed routeing and construction techniques have also been modified and designed in response to feedback in specific locations, such as indicated by the respondent, to reduce effects including restricting working areas or modifications to route. Documents have been published throughout the evolution of the Project including the Corridor Preliminary Routing and Siting Study which was published at the 2022 non-statutory consultation, this explored the high-level routing of corridors. At the 2023 non-statutory consultation the 2023 Design Development Report was published that set out the more detailed approach and evolution of the development of a draft alignment. A further Design Development Report was also published at the statutory consultation in 2024. The 2025 Design Development Report (document reference 5.15) accompanies the Development Consent Order (DCO) application.			X	
9-2.769	Suggest that the Project uses existing pylons between Bradwell and Rayleigh	In respect of connecting at the old Bradwell power station, there is an existing overhead line connection to			X	

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		the Bradwell B site. This has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt however this onward connection via Rayleigh to Tilbury is also constrained by urban development and further designations and some sections may need to be rerouted if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell Peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects.				

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9-2.770	Suggest that National Grid should maximise the amount of infrastructure which is placed offshore and minimise that onshore, combining Five Estuaries and North Falls with Sealink to transmit power both north and south (e.g. avoiding the need to put infrastructure in the Dedham Vale and North Colchester area entirely)	As part of National Grid's transmission licence to operate (regulated by the Office of Gas and Electricity Markets (Ofgem)), National Grid Electricity Transmission (NGET) and National Energy System Operator (NESO) must offer a connection to developers wanting to connect new sources of electricity generation to the national transmission system. While the nature of new infrastructure means it cannot be without impact, our transmission licence requires National Grid to be efficient, coordinated, and economical when formulating proposals while also considering the effect on the environment. We are responsible for delivering the proposals for an overhead line between Norwich and Tilbury – along with many other projects, such as SeaLink- to help meet this demand and to connect the energy generated offshore by projects such as North Falls and Five Estuaries into where it is vitally needed onshore. We need to develop new infrastructure because the existing transmission network in East Anglia lacks the capacity to manage the expected increase in offshore wind needing to connect to the network in the coming years and beyond. We consider all proposals in depth to ensure that any development is coordinated, efficient, and cost-effective. Our assessments have shown that an overhead line between Norwich and Tilbury, via Bramford, is the most cost effective and efficient way of delivering this. Our proposals do include several uses of	X		X	

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		underground cabling in areas such as the Dedham Vale National Landscape and north-west of Colchester. Both North Falls and Five Estuaries have connection agreements in place and both projects have been clear that they're progressing existing plans in parallel with the study. National Grid's transmission licence requires us to provide the network capacity needed to meet contracted dates as set out in the Transmission Entry Capacity (TEC) register.				
9-2.771	Concern that the Project will be delayed and costs will rise due to public opposition should overhead lines be used, so suggest that HVDC cables are used for the entire Project (e.g. given that the ESO concluded that costs were similar for HVDC compared to overhead lines)	National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.	X		X	
9-2.772	Suggest that National Grid remove the East Anglia Connection Node (EACN) substation from its proposals, instead connecting North Falls and Five	The East Anglian Connection Node (EACN) substation proposed at Ardleigh, will offer a connection point for Tarchon Interconnector. As part of National Grid's	X		X	

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	Estuaries offshore to Sealink (as proposed under the Offshore Coordination Support Scheme (OCSS)), and suggest that the Tarchon Interconnector should not go ahead as it is against national interests (e.g. it will increase consumer bills by £5bn; increase in UK carbon output; bring no benefit to UK energy security; and, destabilise the UK energy network due to increased constraint costs; to avoid the need to go through the Dedham Vale National Landscape) / Suggest that the Tarchon Interconnector does not go ahead so that the East Anglia Connection Node (EACN) no longer needed and therefore can be removed from the Project (e.g. this would significantly shorten the route, eliminate the section in which the highest damage occurs to a protected National Landscape, and remove the most expensive section of the project. A solution without the EACN could be delivered more cheaply and potentially more quickly)	transmission licence to operate (regulated by the Office of Gas and Electricity Markets (Ofgem)), National Grid Electricity Transmission (NGET) and National Energy System Operator (NESO) must offer a connection to developers wanting to connect new sources of electricity generation to the national transmission system. While the nature of new infrastructure means it cannot be without impact, our transmission licence requires National Grid to be efficient, coordinated, and economical when formulating proposals while also considering the effect on the environment. We are responsible for delivering the proposals for an overhead line between Norwich and Tilbury – along with many other projects across the country - to help meet this demand and to connect the energy generated offshore into where it is vitally needed onshore. We need to develop new infrastructure because the existing transmission network in East Anglia lacks the capacity to manage the expected increase in offshore wind needing to connect to the network in the coming years and beyond. We consider all proposals in depth to ensure that any development is coordinated, efficient, and cost-effective.				
9-2.773	Suggest that EAS1 should be used instead of the section of the Project between Bramford and Tilbury (e.g. as the Strategic Options Backcheck Review highlights EAS1 as a cheaper option; to avoid the Dedham Vale National Landscape)	Whilst noting the respondent's preference for the EAS1 option, the reasons why this was not taken forward were stated in the 2024 Strategic Options Backcheck and Review (available on the Project website). Specifically, paragraph 15.4.6 onwards note the limitations in	X		X	

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		meeting the overall reinforcement requirement and the additional costs to extend the customer connections further inland concluding at paragraph 15.4.10 that, 'EAS1 was less optimal from a technical perspective and additional costs.....would make the overall cost impact of the option less favourable.....'. Those reasons remain valid, and no change is proposed.				
9-2.774	Suggest that Alternative 5b proposed by ESO in the East Anglia Review is used instead of the section of the Project between Bramford and Tilbury (e.g. to avoid the Dedham Vale National Landscape)	National Grid notes the respondent's feedback. Alternative 5b would be subject to where proposed interconnectors land. Should interconnectors land elsewhere, this would move the need for the reinforcement elsewhere. Currently one interconnector and two offshore windfarms are planned to connect into the proposed East Anglia Connection Node (EACN) substation on the Tendring peninsula, therefore alternative 5b would not fulfil the need for this reinforcement and is therefore not being taken forward.	X		X	
9-2.775	Suggest that the Project should be brought from offshore to the existing substations at Bradwell, Tilbury and Richborough via an offshore grid, potentially enabling the existing overhead lines at these locations to be used without the need for further overhead lines	When developing the project, National Grid carefully considered a range of options for where to connect the power generated by offshore wind farms, including options at existing substations such as Bradwell. Our assessments showed that connecting into these substations would require a greater amount of new infrastructure and would not be in line with the guidance placed on us by the Government and our regulators. All information on our assessments of substation alternatives can be found in our Corridor and Preliminary			X	

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		Routing and Siting Study (CPRSS), which is available on the Project website. We have also carried out upgrades to existing infrastructure in the region, but there is no form of technology that would allow us to upgrade to carry the amount of energy we need to connect to the network, so we need to build new infrastructure.				
9-2.776	Suggest that the Project should run adjacent to the A12, A13 or M25	Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid do not consider these benefits arise for the whole route. Roads, such as the A140 and A12 potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling would reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. Several residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing			X	

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		and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment. We have completed an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment of the Project and recommends appropriate mitigation measures where required.				
9-2.777	Suggest that National Grid include an exclusion zone placed around towers, or suggest they are given an extensive earth system to minimise the earth resistance and EPR values / Request for National Grid to provide the proposed potential contour map around the towers so the impact (according to IEC TS 60479) can be properly assessed	The Project would be fully compliant with the UK government policies on Electric Magnetic Field (EMF). Specifically, all the EMF produced would be below the relevant exposure limits to meet National Policy Statement (NPS) EN-5 compliance and states: 'EMF effects are minimal' and therefore, there would be no significant EMF effects resulting from the Project. As part of our Development Consent Order (DCO) documentation the Electric Magnetic Field Compliance Report (document reference 7.8) demonstrates this compliance. Where additional earthing is required, this shall be considered on a pylon by pylon basis. In accordance with BS EN 50341 unless the tower is classified as an often frequented tower, National Grid do			X	

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		not typically undertake and provide potential contour mapping. If identified as such then National Grid will evidence the earthing management and can, subject to further agreement, provide the potential contour mapping.				
9-2.778	Suggest bringing power onshore close to the areas where it is needed / Suggest that infrastructure (e.g. converter stations) should be situated as close as possible to the point of demand for electricity	The existing network in East Anglia was developed in the 1960s. Though it has been successful in meeting demand to date, achieving government targets for renewable and low-carbon energy will require a significant overhaul and upgrade, along with many other regions across the UK. National Grid are already carrying out work to reinforce and upgrade the existing network in East Anglia, but even with these upgrades, the network will not be sufficient for the amount of new electricity connecting to it. So, as an important part of The Great Grid Upgrade, we are developing proposals for a new overhead electricity line between substations in Norwich (Norfolk), Bramford (Suffolk) and Tilbury (Essex). This will transport the electricity generated at offshore wind farms connecting in at Norwich and Necton, as well as on the Tendring Peninsula.			X	
9-2.779	Suggest that smaller more modern pylons that are slimmer and use less metal are used (e.g. to reduce material costs and reduce visual impacts)	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain			X	

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		locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low				

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		height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-2.780	Suggest that cables for the overhead lines are made from carbon fibre (e.g. given that they are lighter so are less likely to sag, and therefore less pylons will be needed) / Suggest the use of carbon cored conductors (e.g. to upgrade the existing 400kV overhead lines)	The Project is proposing to use all aluminium conductors ('overhead cables') made of all aluminium strands, which have a low electrical resistance and proven service history. Carbon fibre has a much higher electrical resistance than aluminium and cannot be used on its own as a conductor. One type of conductor that uses carbon fibre is high temperature low sag (HTLS) conductor. HTLS is a generic term to describe conductors with an inner core such as carbon fibre (or other advanced materials). The outer part of the conductor is still aluminium, which largely carries the electricity. HTLS conductor can transmit more power than the equivalent aluminium conductor. However, HTLS operates at a higher temperature and may therefore be less efficient. Consequently, HTLS is generally deployed when aluminium conductors cannot achieve the power transfer required.			X	

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9-2.781	Suggest that underground cables are used for the Project, with solar panels placed above the underground cables	The ongoing maintenance and inspection of underground cabling is significantly more challenging than that of overhead transmission infrastructure. Underground cable insulation and bonding systems require periodic inspection and maintenance to avoid early deterioration of the underground cable system. The route must be surveyed periodically to ensure that the cable system is protected from external factors such as infrastructure development, ground movement and the risk of vandalism. The placing of solar panels above an underground cable route would seriously restrict access for future underground cable maintenance or repair. The decision for the undergrounding of cables where required in areas such as National Landscapes is to reduce the visual impact. To then place solar panels over the underground cable swathe would go against the reason for undergrounding. Extra substations would also be required to transfer to a suitable transmission voltage.			X	
9-2.782	Suggest that the Project should be offshore between Sizewell and Tilbury	Throughout the process of routeing and planning, National Grid has considered an offshore connection. We are required to balance effectiveness and costs and must pursue the most cost-effective option, which for Norwich to Tilbury is an overhead line. This is because all costs ultimately end up being passed onto domestic bills for households and businesses.			X	

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		Our own assessments have concluded that the costs for an offshore grid would be around £4 billion, with lifetime costs of £4.5 billion. Whereas the costs of pursuing the onshore option would be £895 million, and lifetime costs of £1,231 million. An offshore option between Sizewell and Tilbury would not meet the statutory requirements placed on us by our regulators and the UK government.				
9-2.783	Suggest the Project uses High Voltage Direct Current (HVDC) cables, with a conversation station at Tilbury to convert power back to AC	AC transmission has an expected lifetime of approximately 60–80 years, with mid-life refurbishment of overhead lines, which are the largest capital component, needed after 40 years. In contrast, HVDC systems have a shorter life expectancy of 40 years, and large parts of the converter stations (valves and control systems) are likely to need replacing after 20 years. Maintenance costs for DC systems are generally higher than AC because of the complex converter stations that require regular, specialist maintenance. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using direct current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; alternating current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; high voltage			X	

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		direct current (HVDC) overhead line and underground cables; and gas insulated line (GIL). HVDC is not normally used across land as converting AC to DC and back again would require converter stations so it can be used in the rest of transmission network and the distribution network which is currently AC. These converter stations are a significant size and would be required at every interface with the wider AC network i.e. at Norwich, Bramford, East Anglia Connection Node (EACN) substation and Tilbury substations, the cost of these converter stations outweighs the benefits offered. Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
9-2.784	Suggest that energy generating equipment is installed on pylons (e.g. solar panels, wind turbines)	National Grid transmits high-voltage electrical power from where it is generated to where it is needed. We do not generate power nor do we sell energy. Different designs of pylon in use in the UK do not include a design that could safely support the installation of solar panels or wind turbines, as this would affect both the feasibility of construction, and safe access and egress for maintenance purposes.			X	
9-2.785	Suggest that Local Grids are created and managed instead of the Project	National Grid recognises the value of local energy generation used to power houses and small communities. Our proposals for Norwich to Tilbury are part of our wider Great Grid Upgrade proposals which will increase energy generation across the UK to meet a			X	

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		national demand for energy as we try to reach net zero. While local energy generation can be beneficial, it cannot generate enough power to meet the expected increase in demand. Norwich to Tilbury would carry the power from where it is generated to where it is needed in the UK, the existing network was built in the 1960s and cannot support the increase in energy generated from offshore wind farms.				
9-2.786	Suggest that the existing overhead lines are upgraded using innovative solutions such as TS Conductors' technology / Magic Balls / Suggest that National Grid upgrade the existing network using Grid-Enhancing Technologies (GETs) such as dynamic line ratings, advanced power flow controls, advanced conductors (specifically TS Conductor), transmission switching and conversion from Alternating Current overhead lines (AC OHL) to direct current (DC) OHL / Request that National Grid demonstrate that these options have been explored	National Grid is monitoring how this technology develops in the future, but for the moment it is not a deployable technology that could be considered for any current projects. Superconductor technology remains in its infancy and has only been trialled in a limited number of circumstances globally. The technology is not at a level of development maturity where it can provide the capacity, voltage level or distance required for this Project. Some technologies can be used and National Grid has a dedicated research and development team who look at these technologies on a case-by-case basis. This does not replace the requirement to strengthen the current network and provide additional connection points for all the new generators coming online – this is all part of achieving net zero by 2050.			X	
9-2.787	Suggest that the Project is routed underground eastwards from Swardeston to the North Sea and then sent south undersea	Throughout the process of routing and planning, National Grid also considered pursuing an offshore connection. We are required to balance effectiveness			X	

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		and costs and must pursue the most cost-effective option, which for Norwich to Tilbury is an overhead line. This is because all costs ultimately end up being passed onto bills for households and businesses. The strategic options for the Project including an offshore and underground option have been explored and can be found in the 2025 Strategic Options Backcheck and Review (document reference 7.17). National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23)				

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		we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the entire Project would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-2.788	Suggest transposing then undergrounding the overhead lines as part of the Project to get past the existing 440 kV lines (e.g. as proposed at Fairstead)	National Grid notes the respondent's feedback. Transposition is generally used over short sections where routeing challenge can be overcome by repositioning an existing live connection. Theoretically there may be circumstances where it may be possible for crossings to be addressed in this manner but the	X		X	

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		complexity in this case does not justify any perceived benefit. In this case the connection southwards from Rayleigh, which would be the natural diversion point for the connection from the East Anglia Connection Node (EACN) substation does not have the available capacity. There are also additional programme risks and challenge from the suggested approach readily overcome by the use of Cable Sealing End (CSE) compounds. No change is therefore proposed.				
9-2.789	Criticism that National Grid has not chosen the shortest route to Tilbury / Request for National Grid to confirm why the shortest route has not been taken	The alignment has to respond to various influences encompassing technical factors defining connections points to be achieved, environmental features, homes and constraints limiting routeing to ensure compliance with relevant policy. The straightest route combining and meeting these requirements is proposed. A more direct route from Norwich to Tilbury would not meet these requirements. The rationale for the route is set out in the 2025 Design Development Report (document reference 5.15).			X	
9-2.790	Suggest that instead of the Project, the money is used for solar grants for homes instead	The Project responds to the need to overhaul and upgrade the electricity transmission network to accommodate the changes in how we produce and use energy, including the increase in offshore wind which needs to connect in 2030. We are already carrying out work to reinforce and upgrade the existing network in East Anglia, but even with these upgrades, the network will not be sufficient for the amount of new electricity connecting to it. As a result, our proposals for a new			X	

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		overhead line between Norwich and Tilbury are essential in supporting the wider UK transition to renewable energy. This need would not be met by instead funding solar grants for homes.				
9-2.791	Suggest that National Grid consider the 790 acres on Hampstead Heath that could be considered for power generation	National Grid has duties relating to the transmission of power rather than the generation of power so does not consider this feedback to be relevant to the Project. No change is proposed.			X	
9-2.792	Suggest that National Grid use pylons the same height as those currently used	The overhead line is designed to meet industry standards and National Grid technical specifications, guidelines and requirements. The pylon heights proposed are sufficient to maintain the relevant electrical clearances required (which vary subject to what is being crossed and pylon positioning). The average height of the pylons proposed is similar to that of existing 400 kV overhead lines across the network.			X	
9-2.793	Suggest that National Grid use underground cables laid alongside British Rail tracks within the Railtrack 'curtilage'	In developing its onshore proposals National Grid has considered the potential to parallel existing transport infrastructure (which is close to the existing 400 kV overhead line for part of this area) and consider them to be less preferred alternatives. Numerous properties (residential and commercial such as on Greenways), constraints and environmental features are present in close proximity to existing infrastructure and would be more adversely affected by close paralleling. Alternatively, if such an alternative was pursued the costs to avoid such effects (multiple direction changes			X	

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		for crossings of the existing overhead line or other infrastructure) would be much greater with additional limitations on the ability to achieve the necessary outages (to undertake the works safely) within the time available.				
9-2.794	Suggest that inter-continental infrastructure is considered by National Grid	Interconnection with Europe is an important feature of the UKs energy requirements, and it helps supply meet demand and overall keeps energy costs lower. The UK is linked to several European mainland countries such as Denmark, Germany, France, Sweden, Belgium, and Ireland through a number of 'interconnectors'. This area of National Grid's business is managed by a legally separate company to National Grid Electricity Transmission – 'National Grid Ventures'. If the Project were to be constructed, it would form part of the National Transmission Network (NTS) and indirectly would allow the transmission of electricity from interconnectors, some of which are already connected at Bramford Substation. In addition, there is a proposal for a new interconnector from Germany (Tarchon) which, if constructed as currently proposed, would connect directly into this Project.			X	
9-2.795	Suggest the use of EHV transmission lines suspended from a common steel bridge (e.g. like those used over electric rail links)	Network Rail lines operate at a much lower voltage than the National Grid overhead lines and as a result the gap between their overhead lines and other conductive materials can be much smaller. At 400 kV, clearance between the overhead line and other conductive material needs to be greater than 3 m which is why our			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		pylons are taller than other electrical lines such as Network Rail and the distribution lines.				
9-2.796	Suggest that pylons should be no taller than the current 400 kV lines in East Anglia	The overhead line is designed to meet industry standards and National Grid technical specifications, guidelines and requirements. The pylon heights proposed are sufficient to maintain the relevant electrical clearances required (which vary subject to what is being crossed and pylon positioning). The average height of the pylons proposed is similar to that of existing 400 kV overhead lines across the network.			X	
9-2.797	Suggest that National Grid remove all haul roads and reinstate all hedgerows and farmland following completion of construction of the Project, and renegotiation of access for maintenance when new cables are required	As outlined within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) the general approach will be to reinstate all habitat where possible once the construction phase is complete, including farmland and hedgerows. The only exception will be where a separate agreement has been made with a landowner, upon their request, for the retention of a haul road. Access routes for ongoing maintenance will use existing access routes only.			X	
9-2.798	Suggest that National Grid use vertical 'Tulip' turbines which can be placed much closer together	National Grid is not proposing to install any turbines as part of the Project, as the transmission network operator National Grid Electricity Transmission does not construct, own, or operate generation assets.			X	

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9-2.799	Suggest that National Grid use underground cables in areas of residential housing, at least a mile either side	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding			X	

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		must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at other locations proposed as overhead line would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-2.800	Suggest that landing points and interconnectors should be re-assessed so that they take into account existing infrastructure and that the requirement for the wind farms to a collective point should be considered	Landing points and interconnectors are key components of energy infrastructure, specifically designed for the transmission of electricity between countries or for connecting offshore energy sources to the onshore grid. The Project is not an interconnector or a landing point scheme. It is a terrestrial transmission project designed to strengthen the onshore electricity network.	X			
9-2.801	Suggest the Tarchon Interconnector should connect further south at a brownfield site such as Bradwell, Tilbury or Grain / in the North of the country to reduce the constrain payments. It should increase in capacity to 2GW, becoming and OHA.	The Energy Market is a free market where applicants apply to connect to the transmission system. National Grid is obliged to connect any customer who applies for a connection to the National Energy System Operator (NESO). A robust holistic process to determine the best location for connection is followed to offer the customer connection. Both National Grid and NESO are required	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to offer all customers a connection without discrimination and it is for the connecting customer to fund their project independently.				
9-2.802	Suggest that the requirement for the Tarchon Interconnector is reconsidered (e.g. in the way that has currently been proposed to interface with the Project)	The Energy Market is a free market where applicants apply to connect to the transmission system. National Grid is obliged to connect any customer who applies for a connection to the National Energy System Operator (NESO). A robust holistic process to determine the best location for connection is followed to offer the customer connection. Both National Grid and NESO are required to offer all customers a connection without discrimination and it is for the connecting customer to fund their project independently.	X		X	
9-2.803	Suggest that the Project follows route NB2 from the Corridor and Preliminary Routeing and Siting Study Report (CPRSS) (i.e. instead of NB1) given the additional costs of undergrounding for the Project as proposed	The NB2 corridor would require close parallelling the existing overhead line. This has been considered and reviewed through the Project development process. There are multiple locations where existing homes, environmental features lead to increased effects with a number of locations posing particular challenge. Corridor NB1 is being progressed as overhead line and whilst the respondent's preference is noted, in the absence of new evidence or information this remains preferred.			X	
9-2.804	Suggest that an alternative solution (e.g. underground cables, offshore, etc) is used for the Project with the additional costs 'fund raised' by residents / consumers	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of			X	

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		cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment				

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		concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. The cost of the Project would be shared by all billpayers, not just those in East Anglia. National Grid is funded by a price control mechanism which is agreed with and set by the regulator, the Office of Gas and Electricity Markets (Ofgem). National Grid pays up front for the costs to build a new power transmission line. The cost is then gradually passed to consumers through their electricity bills over the next 40 years or so. Any alternative option would also be funded in this way, and so we are required to pursue the cheapest option as all costs ultimately go onto the billpayer.				
9-2.805	Suggest that the Project should use monopole towers (e.g. to mitigate visual impact)	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an			X	

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		equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use				

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		of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-2.806	Suggest that the East Anglia Connection Node (EACN) should be located next to the substation for the Five Estuaries	National Grid is only responsible for the siting of their own assets however through working alongside the developers the East Anglia Connection Node (EACN) substation is positioned as close to the Five Estuaries and North Falls as technically possible, taking into account constraints such as land availability.			X	
9-2.807	Suggest that North Falls and Five Estuaries should connect offshore via Sealink, and that Tarchon should be removed as it's against the National Interest, and as the East Anglia Connection Node (EACN) will not be required, the overhead lines must be moved away from the Dedham Vale National Landscape to one of the alternative routes already identified by National Grid and Electricity System Operator (ESO)	The Energy Market is a free market where applicants apply to connect to the transmission system. National Grid is obliged to connect any customer who applies for a connection to the National Energy System Operator (NESO). A robust holistic process to determine the best location for connection is followed to offer the customer connection. Both National Grid and NESO are required to offer all customers a connection without discrimination, and it is for the connecting customer to fund their project independently. National Grid recognises the importance of National Landscapes and the Project has proposed mitigation where such a protected landscape is crossed.	X		X	
9-2.808	Suggest the installation of offshore hubs or energy islands (as part of offshore alternative to the Project)	There is no fully offshore solution to connect offshore wind to the grid and we have to bring the power onshore somewhere. Our job is to carefully consider the most feasible options and present proposals for public consultation. In doing this, we must consider impacts on			X	

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		local communities and the environment and deliver value for electricity consumers. We have assessed an equivalent offshore option and to deliver the same capacity as the overhead line, we would need to build three subsea cables and associated onshore infrastructure. This would mean significant extra cost to consumers, and that would not meet the requirements placed on us. In addition to cost, there are a range of environmental factors and other onshore and offshore impacts which need to be considered in this option. Taking these considerations into account we have concluded that an onshore connection is the most appropriate solution.				
9-2.809	Suggest that trenchless alternatives (e.g. using trenchless cable ploughing equipment) are used to lay underground cables to mitigate environmental damage (e.g. to soil structure)	Higher voltage underground cables, such as 400 kV, are typically larger and heavier than lower voltage underground cables. This increased size and weight can make them more difficult to install using underground cable ploughing techniques, which are often better suited for smaller, lighter underground cables. The effectiveness of underground cable ploughing can be significantly influenced by soil conditions. If the soil is too compacted or contains large rocks, it may hinder the plough's ability to create a suitable trench for the underground cable. This can lead to inadequate burial depth or damage to the underground cable during installation. The installation of 400 kV underground cables may require more extensive environmental assessments and mitigation strategies compared to			X	

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		lower voltage installations. This can complicate the use of trenchless methods like cable ploughing, as additional precautions may be necessary to protect sensitive areas.				
9-2.810	Suggest that if the Project is required to deliver electricity to Tilbury, then the recipients and beneficiaries bear the impact of the transportation instead	The UK Government has set a target to increase the amount of energy generated by offshore wind to 50 GW and deliver a further 18 GW of interconnector capacity by 2030. This would be enough clean, renewable energy to power every home in the UK. In East Anglia there could be as much as 18 GW of offshore wind and interconnector energy coming into the region by the end of the decade. Norwich to Tilbury responds to this increased amount of offshore wind energy which needs to connect into the grid, including sources of offshore wind connecting into Norwich and a new East Anglia Connection Node (EACN) at Tendring. There isn't currently enough network capacity in the region to support this level of energy so we need to reinforce and develop the network to ensure this energy can be connected to homes and businesses across the UK, not just in Tilbury.			X	
9-2.811	Suggest that the energy transported by the Project should only be provided to the areas impacted by the Project, and that given the impact on local residents, it should be sold cheaply to them	National Grid Electricity Transmission's (NGET) role is to transmit electricity from where it is generated to distribution networks that deliver it to homes and businesses. Electricity generated in one region is sent to where it is most needed, regardless of where it originates the electricity grid is designed to ensure the balance of supply and demand on a national scale.			X	

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		Energy pricing in the UK is regulated to ensure fairness and consistency. Suppliers buy electricity at wholesale prices set in the national market and the costs are distributed evenly across all consumers.				
9-2.812	The respondent welcomes National Grid's assurances regarding Electric and Magnetic Field (EMF) radiation, however, given the fact that research is still ongoing, a precautionary approach to site the pylons and wires as far away from the residential properties as possible should be taken	The safety of the public, local communities and our employees is central to everything that National Grid does. The UK has a carefully thought-out set of policies for managing Electric and Magnetic Fields (EMFs) emissions like those produced by overhead lines and substations. These policies includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, which have not been established by science. These exposure limits have been set by an independent authoritative scientific body called the International Commission on Non-Ionizing Radiation Protections (ICNIRP) who carefully review all science around magnetic fields and health. We believe it is right that the decision on what is acceptable or not is made independently of industry. After decades of research into EMF and health there are no established health effects below the exposure limits. These policies are incorporated into the decision-making process for Development Consent set out in National Policy Statement EN-5, which would apply to this Project. We will ensure that all overhead lines and substations comply with those exposure limits and		X		

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		precautionary polices, which will be submitted as part of our consent application. In addition to these policies to protect against EMFs, our approach is to maximise the distance between residential properties and the proposed overhead line, for visual amenity purposes wherever possible and taking into account other constraints.				
9-2.813	Suggest that any pylons are as small, quiet and transparent as possible, and that they should be proven not to have any Electric and Magnetic Field (EMF) impact on land within 500m (e.g. rather than the theoretical assumptions to date)	The safety of the public, local communities and our employees is central to everything that NGET does. The UK has a carefully thought-out set of policies for managing Electric and Magnetic Fields (EMFs) emissions like those produced by overhead lines and substations. These policies have been based on research which has now been carried out for four decades. There are no established health effects below the exposure limits which form part of the Government's policies on EMF exposure, despite all of the research that has been carried out. We have ensured that all the equipment proposed as part of this project complies with these guidelines and policies set to protect against EMF effects. The introduction of 'corridors' around overhead lines and other precautionary measures in respect of public exposure to EMFs has been considered by Government. In 2009, the Government responded to a report and recommendations by the Stakeholder Advisory Group on Extremely Low Frequency EMFs (SAGE),			X	

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		The Government adopted several of the recommendations SAGE had made for precautionary measures. Those measures specific to high voltage power lines include 'optimal phasing' of power lines and providing more advice on EMFs. The proposed overhead lines have been designed to comply with these precautionary policies. Evidence of this compliance is submitted in the Electric and Magnetic Fields Compliance report as part of our Development Consent Order (DCO) application (document reference 7.8). Other precautionary measures, specifically the introduction of corridors around new and existing overhead lines, were considered but were considered to be disproportionate in light of the evidence and were not adopted. A full Environmental Impact Assessment (EIA) assessment has been completed, and the results are detailed in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). Impacts of pylons on noise receptors have been assessed in ES Chapter 14: Noise and Vibration (document reference 6.14), including details of appropriate mitigation. A Landscape and Visual Impact Assessment (LVIA) has been undertaken and is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). The assessment is based on the Project design as described				

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		in ES Chapter 4: Project Description (document reference 6.4). The proposed overhead line conductor design is a relatively quiet conductor that National Grid uses for overhead lines operating at 400 kV. The proposed 'triple Araucaria' design ensures that the electrical stresses on the conductors/wires remain as low as practicable. Pylon fittings, such as insulators, dampers, spacers, and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and wind-induced noise to occur. Operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Operational noise from overhead lines is scoped out of the ES (Volume 6 of the DCO application), in accordance with the Scoping Opinion (document reference 6.20), on the basis that a low noise conductor system is proposed. However, information on noise from overhead lines is provided in Appendix 14.5: Operational Noise from Overhead Lines (Informative) (document reference 6.14.A5), for information.				
9-2.814	Request that National Grid and the Government continue the last Government's pledge to urgently review the pylon presumption (e.g. to save money for billpayers and deliver infrastructure more quickly, through far less local opposition)	It is the National Policy Statement for Electricity Networks Infrastructure (EN-5) paragraphs 2.9.20 to 2.9.25 that sets out the government's position that overhead lines should be the strong starting presumption for electricity networks developments in general and where this is reversed.	X		X	

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		The amendment of a National Policy Statement is a matter for the Secretary of State subject to requirements concerning consultation, publicity and parliamentary scrutiny. This is a separate process under the Planning Act 2008 and sits outside the remit of the Project.				
9-2.815	Suggest that the Project is funded by National Grid and offshore generators, instead of using public money	National Grid is funded by a price control mechanism which is agreed with and set by the regulator, the Office of Gas and Electricity Markets (Ofgem). National Grid pays up front the costs to build a new power transmission line. The cost is then gradually passed to consumers through their electricity bills over the next 40 years or so. The funding for these up-front costs comes from National Grid's shareholders and the institutions that lend us money. Across all our investments in our vital infrastructure, this amounts to many billions of pounds. They invest in us because they expect that we will make a sufficient profit to provide an appropriate return on their investment and eventually pay them back. This brings a major benefit to electricity bill payers as it allows the recovery of the cost of our investment to be spread out over many years, rather than having a spike in electricity bills when we build a large new transmission connection. Cost is a factor that has been, and will continue to be, taken into consideration throughout the development of the Project as these will eventually be passed on to the consumer through the agreed Ofgem mechanisms.			X	

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9-2.816	Suggest that all manufacturing is transferred to Great Yarmouth (e.g. to create local jobs close to the electricity source)	From National Grid's previous experience with similar projects, it is expected that around 65% of the Project cost would be spent on civil engineering works (e.g. excavations, foundations, construction and reinstatement) and around 35% on plant and equipment (e.g. pylon materials, conductors and cables). It would be expected that some of the plant and equipment would be sourced from UK suppliers. However, previous experience suggests that much of the plant and equipment supply would come from outside of the UK. National Grid is committed to working with local suppliers and contractors where possible, contributing to the local economy.			X	
9-2.817	Concern that further connections will be needed to the East Anglia Connection Node (EACN) in future (e.g. third party connections), which will each require more local infrastructure (substations) and connections, and suggest that National Grid should provide a single overhead line from the EACN to the coast (e.g. where third parties will connect in) rather than undertaking multiple projects (e.g. each connecting to the EACN)	The point of connection to the National Electricity Transmission System (NETS) for further connections is not defined by National Grid so we are not in a position to comment. This is determined by the Network Electricity System Operator (NESO). And only when connection agreements are signed and general locations defined would National Grid become involved.			X	
9-2.818	Suggest that an offshore solution is used for the Project as this will not only be cheaper than an on land solution, but it will only take several weeks compared with the two to three years for an on land solution	Offshore and onshore projects together help resolve the task of moving power around the country economically and efficiently. In some cases, offshore solutions are the most viable and economic. The power flows that the Project is needed to facilitate is very high – 6 GW.			X	

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		Offshore cables can only take a third (2 GW) of the power of an overhead line so, in this case three offshore projects would be required. At each end of a subsea cable, a 'converter station' would be required. These are very large and cost several hundred million pounds each. We estimate that the offshore equivalent for this Project would cost about 4 times as much. Our calculations are set out in the 2025 Strategic Options Backcheck & Review document (document reference 7.17). National Grid must respond to the scale and timing of connection agreements as part of its duties and obligations. A number of these, drive a need for the timing of the reinforcement delivered by the Project to meet a 2030 timescale. An integrated offshore grid alternative cannot meet this deadline, something recognised by Government, through independent reviews, and as published in the Holistic Network Design. As such this approach would not meet the need of the Project it was not addressed in that document.				
9-2.819	Request for the energy to be delivered to London via the Thames Estuary	National Grid has considered the use of an offshore connection to connect into Tilbury. This presents a number of technical and environmental challenges but may be achievable. However, in making a balanced decision this option was less preferred due to the substantially increased cost to achieve the necessary power flows. This is reported in the 2025 Strategic Options Backcheck and Review (document reference	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		7.17). Whilst noting the respondent's preference, in the absence of new evidence or the identification of new factors no change is proposed with previous decisions remaining valid.				
9-2.820	Suggest onshore wind energy generation instead of offshore windfarms (e.g. to avoid the need to transmit energy)	National Grid is legally obliged (under our Transmission Owner Licence) to provide capacity at the dates formally agreed in contracts with energy generators (or customers). National Grid does not determine or implement policies that influence the form of energy developments. Our role is to respond to the connection requirements for projects that are developed in line with Government policy to integrate them into the National Transmission System in a timely, economic and efficient manner in line with relevant policies and our duties.			X	
9-2.821	Suggest that the existing overhead lines from Pitsea to Braintree are reinforced or upgraded instead to mitigate damage to the countryside / Suggest that the Project should run in closer to or parallel to the existing overhead lines from Pitsea to Braintree to mitigate damage to the countryside	In the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and 2024 Design Development Report's (available on the Project website) National Grid sets out the challenges associated with routeing to the east of Chelmsford parallel to the existing 400 kV overhead line (replacing the alignment of existing 132 kV overhead line). Whilst noting the respondent's preference, no new factors have been identified nor new evidence is provided nor identified to reduce the greater effects or address the constraints to routeing. As such the eastern alignment remains less preferred and no change has been proposed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.822	Suggest that angle towers for the Project should not be used / located near Grade I listed buildings	National Grid has routed and sited the alignment in accordance with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. Where we have tried to minimise the distance to listed buildings, it is not always possible. We have produced an Environmental Impact Assessment (EIA) which includes a heritage assessment (see Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11)) which has assessed the impacts of the Project on listed buildings, this assessment has also influenced the design of the Project.			X	
9-2.823	Suggest that National Grid should integrate Sealink with North Falls and Five Estuaries (e.g. for the removal of the East Anglia Connection Node (EACN) and underground cables through the Dedham Vale and surrounding areas) regardless of whether or not the Government decides to contribute further funds to it in the form of subsidy	National Grid supports the conclusions drawn in the review of the potential for Offshore Co-ordination and Support Scheme to facilitate net zero aspirations of the government, that integrating SeaLink with North Falls and Five Estuaries does not provide the most appropriate and cost-effective means of achieving the reinforcement needs and no change is proposed.			X	
9-2.824	Suggest that Five Estuaries and North Falls are connected into an upgraded Tarchon instead of Sea Link and that Tarchon is connected at Bradwell, Tilbury or Grain	With regards to connecting the windfarms via an upgraded Tarchon connector at the old Bradwell power station (or at Tilbury or Grain), there is an existing overhead line connection to the Bradwell B site. This has been operating at lower voltage (132 kV), has not been used for a number of years and is in generally poor condition. This overhead line would need to be rebuilt, however, this onward connection via Rayleigh to Tilbury			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		is also constrained by urban development and further designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects. Similarly extending and upgrading the Tarchon interconnector to connect at Tilbury or Grain requires that connection to be built in addition to the Norwich to Tilbury reinforcement and overall requires additional infrastructure. Tarchon is also a private entity and therefore there are additional				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		implications to achieve an increased capability. Overall, the suggested change would require additional infrastructure and is therefore less preferred.				
9-2.825	Criticism that the Project is not more direct (e.g. proposed to be routed in a zig-zag) (whole Project)	The general arrangement is guided by the various points that need to be connected by the reinforcement which have been confirmed through the project development phase. For the selected corridor / route, a more direct routeing could theoretically be achieved but would have a consequence of increased effects such as much closer proximity to certain homes and listed buildings. It would also oversail to a greater degree areas of woodland leading to more extensive removal and greater effects. A more balanced approach has been taken to introduce additional angle pylons to allow for more avoidance of effects by routeing around homes, constraints and environmental features. We consider that an appropriate balance has been struck.			X	
9-2.826	Suggest that pylons for the Project should be located closer to field boundaries (generally, no location given; specific change requests previously provided to National Grid)	National Grid notes the preference from certain landowners for pylons to be situated on hedge lines where possible to reduce the impact on agricultural activities and reduce land take. We have assessed requests from landowners on an individual basis and have moved pylons to the edges of fields where this can be achieved without undue diversion or introducing safety concerns.			X	
9-2.827	Suggest coordination between the previous proposal for a connection named TENC between Tilbury and	The Strategic Options Back Check and Review (SOBR) sets out the network considerations and how each may			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Grain as part of the Project and the ongoing Grain to Tilbury project (which appears to be a re-engineering of an existing sub-Thames tunnel and replacement of an existing cable), and suggest that the proposed tunnel could also carry additional cables (e.g. to make TENC cheaper / easier to deliver)	interface with each other. The different reinforcements are broken up into individual aspects to allow appropriate flexibility in different technical solutions. The SOBR concludes that the proposals being taken forward present the best solution both in terms of delivering technical solutions in an efficient and economic manner.				
9-2.828	Suggest that construction compounds for the Project should located away from residential and Listed Buildings, perhaps locating these near to farm buildings or other commercial activities (e.g. to minimise disruption to residents)	National Grid notes the respondent's feedback. The location of construction compounds and laydown areas are determined by proximity to the alignment and the haul road as well as to Primary Access Routes (PARs). While we have tried to locate compounds away from residential properties and listed buildings, this isn't always possible as there may not be an alternative suitable location. We have completed an Environmental Impact Assessment (EIA) which includes impacts such as noise, dust and traffic which have the potential to cause disruption. Details, including any proposed mitigation, are presented within the Environmental Statement (ES) (Volume 6).			X	
9-2.829	Suggest that underground cables for the Project are installed using ducting, unless circumstances dictate that it is not the best solution; with Horizontal Directional Drilling (HDD) only used in specific locations/circumstances	The Project is proposing to install underground cables as described in this request. All underground cables are proposed to be ducted (rather than direct buried) and trenchless installation is used in specific locations, where dictated by environmental or technical constraints.	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.830	Suggest the Project is integrated with the Suffolk-Kent Sea Link (e.g. to reduce costs for an offshore option)	The Sea Link project provides only a 2 GW capability whereas the Project need is 6 GW. This would require additional reinforcement by multiple High Voltage Direct Current (HVDC) projects hence why National Grid concludes that an increased marine component is not the preferred option as the cost becomes disproportionally high for the power transfer achieved. No change is therefore proposed.			X	
9-2.831	Suggest that the EACN substation is relocated to next to the sea (e.g. near Sizewell; near Bawdsey; near Bradwell)	The identification of the site for the East Anglia Connection Node (EACN) substation has considered a number of other locations although no brownfield sites of sufficient size have been identified. The reinforcement need being met by the project could potentially be met by a connection to Grain but as set out in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website), and confirmed in subsequent back checks, would be at considerably increased costs and therefore would be less economic and efficient and not preferred. Alternatives to make the EACN substation connections at Bradwell have been considered in the 2023 and 2025 Design Development Reports (available on the Project website) but were considered less preferred. The overhead line from Bradwell has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt however this onward connection via Rayleigh to Tilbury is also constrained by			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		urban development and further designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects. No change is therefore proposed.				
9-2.832	Suggest that the existing UK Power Networks overhead line between Bramford and Lawford substation is upgraded instead of the Project (e.g. like Bramford and Twinstead), and suggest	National Grid notes the respondent's feedback. The existing 132 kV overhead line from Bramford to Lawford routes, as an overhead line, through the Dedham Vale National Landscape. We have previously considered this and other corridors through the National Landscape (including as underground cable through the National			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	connecting the North Shores Wind Farm to the existing Lawford substation	Landscape) but considered them less preferred to that within which the alignment has been developed. The main reasons include greater effects on residential amenity, close routeing to the Flatford Mill complex of Grade I listed buildings and tourism centre and closer proximity to European designated sites. These considerations were published in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published in support of the 2022 non-statutory consultation and back checked in the 2023 and 2024 Design Development Reports (available on the Project website). In the absence of new evidence, we consider these reasons for that to be less preferred to remain valid and on this basis no change is proposed. Lawford substation is a Distribution Network Operator substation and is therefore not a National Grid asset. Connecting the North Shores Wind Farm into the existing Lawford substation is not feasible due to the capacity and number of connections required to connect the wind farm into the network.				
9-2.833	Suggest a more direct route for the Project (all sections; plan provided by respondent)	National Grid has considered more direct alternatives throughout the Project and clearly outlined in the 2023, 2024 and 2025 Design Development Reports (available on the Project website and document reference 5.15) why it has concluded a particular preference. We note the respondent's preference but in the absence of new evidence nor identification of any new factors the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		previous decisions remain valid, and no change is proposed.				
9-2.834	Suggest that Norwich should not be the starting point for the Project (e.g. as the need boundary is the North Sea; as the Project is needed to move power south, towards London, out of the area north of the EC5N boundary, from the Sizewell generation group, and from the Essex generation group rather than from Norwich to Tilbury)	The development of the strategic proposal was initially set out in the Corridor and Preliminary Routeing and Siting Study (available on the Project website) and has subsequently been backchecked and presented in the 2025 Strategic Options Backcheck and Review (document reference 7.17). Whilst noting the respondent's preference, National Grid continues to consider the project, as presented from Norwich to Tilbury via Bramford and the East Anglia Connection Node (EACN) substation, to be the appropriate form for the connection requirement. The power transfer is not specifically to London but is the least cost means of making the connection to cost-effectively reinforce the network under various demand and supply patterns.			X	
9-2.835	Criticism of National Grid's consideration of EAS3 (e.g. the possibility that Bradwell could be connected to the substation near Sizewell and possible on to Richborough Offshore Project has not been considered) / Suggest further consideration of EAS3, and that the substation near Sizewell could be used for the connection to the North Falls Windfarm to the substation near Sizewell and the export of power to eastern Europe (e.g. as this would be the most cost and environmentally effective location)	EAS3 envisages a 6 GW connection from Bramford to Bradwell. To replace this with the equivalent between Sizewell and Richborough (or other equivalent) would require the 2 GW Sizewell to Richborough connection to be replicated a further two times. This substantially changes the relative performance of this option making it considerably higher capital cost.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.836	Suggest that National Grid position individual pylons on edges or corners of fields / woodlands	National Grid notes the preference from certain landowners for pylons to be situated along field boundaries where possible to reduce the impact on agricultural activities and reduce land take. We have assessed requests from landowners on an individual basis and moved pylons where possible where this is technically feasible, doesn't increase visual effects or increase vegetation removal or reduce compliance with the Holford Rules by adding angle pylons (the Holford Rules can be found in Appendix I22 of this report).			X	
9-2.837	Suggest that underground cables are used for the Project between the A12 and the A129	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty (AONB))*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between the A12 and the A129 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

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Economic / Employment Impact						
9-2.838	Concern about negative impact on businesses	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.	X	X	X	
9-2.839	Concern about impact of the Project on the economy	Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15) assesses the potential construction effect on the local economy and tourism economy. A temporary, short-term, negligible to minor beneficial and not significant effect is anticipated on the local	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		economy during construction from the Project's direct, indirect and induced contribution to the local economy. Following construction good practices and mitigation measures outlined in the Outline Code of Construction Practice (document reference 7.2), Outline Construction Traffic Management Plan (document reference 7.3) and Outline Public Right of Way (PRoW) Management Plan (document reference 7.6) to mitigate potential air quality, noise, traffic and effects on accessibility, a temporary, short-term, negligible adverse and not significant effect is anticipated on the tourism economy during construction. Economic effects during operation have been scoped out of the EIA as agreed in the Scoping Opinion.				
9-2.840	Suggest that job / employment opportunities should be offered as part of the Project	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement. Post construction job opportunities are limited given the nature of the development however we will still work with Local		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.841	Concern about the impact of the Project on commuting to work (e.g. London)	The impact of the construction traffic along the Strategic Road Network has been assessed in the Transport Assessment (document reference 7.11).			X	
9-2.842	Concern that the Project will not offer many employment opportunity benefits (e.g. opportunities will only be temporary during the construction phase, and only a small number of opportunities will be available for ongoing maintenance)	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15 of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.843	Suggest that East Suffolk should be included in the economic development and skills study area, as described in Table 15.1 of the Preliminary Environmental Information Report (PEIR) (e.g. as per the same rationale as widening of the wider study area to include West Suffolk due to the location of the project office and Ipswich Borough Council to more accurately reflect potential sources of labour where commuting distance is 45 minutes or less, given that major settlements of East Suffolk are located within this 45-minute commuting radius in order to adequately reflect the labour market area and commuting patterns for construction workers for infrastructure projects; given the large number of	The study area for local employment has not utilised the 45-minute commuting radius. Instead, a broader study area, encompassing the local planning authorities through which the Project passes, has been adopted. This approach has been informed by project experience gained from other National Grid schemes, including Yorkshire GREEN and the Bramford to Twinstead Reinforcement. The inclusion of West Suffolk District within the Wider Study Area is primarily due to the location of the Project office in Bury St Edmunds and the proximity of Ipswich, a densely populated area situated adjacent to the Project. In contrast, East Suffolk, being geographically larger and located further from the Project with no		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	other Nationally Significant Infrastructure Projects which will be under construction in the region)	Project office within the local authority, is not considered proportionate to include within the WSA.				
9-2.844	Concern that socio-economics, recreation and tourism have been grouped together when National Grid has considered the inter-project Zone of Influence (ZOI) for the Project (Table 17.4 in the Preliminary Environmental Information Report (PEIR)), and suggest that socio-economics should be considered separately as the current ZOI of 1km to allow for inter-project impacts to be accurately represented. With this, suggest that socio-economics is considered independently and that the ZOI for this environmental topic specifically is widened in order to accurately reflect the employment impacts across the wider study area, which has been identified as significantly bigger than 1km	Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement assesses three study areas, including the Local Study Area, 3 km Study Area and a Wider Study Area (WSA) (being the local authority areas through which the route passes). The assessment covers the potential effects on the local economy, employment and tourism accommodation bedspace during construction for the WSA which is significantly bigger than 1km.		X		
9-2.845	Suggest that 5% of the roles required by the Project should be filled through 'earn and learn' positions (e.g. apprenticeships, graduates on formalised training schemes and sponsored students as per the definition of the '5% club'), and suggest that National Grid should commit to a minimum number of apprenticeship opportunities to be provided to local people	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (document		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.846	Concern that National Grid has prioritised the environmental strand of sustainable development (e.g. with the aim of net zero) over the two other strands of sustainability for the Project (e.g. economic and social), and suggest that all three strands should be respected with no one strand emphasised over another in order for the Project to be sustainable	A number of environmental factors are considered from the early development stages of the Project. Whilst an element of the needs case (which can be found in the Strategic Options Backcheck Review (document reference 7.17) submitted as part of the Development Consent Order (DCO) application) for the Project is considered to be supporting the commitment to achieving net zero carbon emissions by 2050. National Grid has also considered potential impacts upon the environment through the Environmental Impact Assessment (EIA), in line with the EIA process as required by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the Infrastructure EIA Regulations'). The DCO application is		X		

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		accompanied by an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) prepared in accordance with the Infrastructure EIA Regulations. The ES identifies and assesses the likely significant effects on the environment, resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects, specifically socio-economic impacts which are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the ES (document reference 6.15).				
Environmental Impact						
9-2.847	Concern about negative impact of the Project on the Green Belt(s) (generally - no location given)	To facilitate the Project, it would be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1 - A summary of the Holford Rules is provided within Appendix I22 of this report). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open. The Planning Statement (document reference 5.6), submitted with the application for development consent, includes an assessment of the Project against Green Belt planning policy (as contained in National Policy Statement EN-1 and the National Planning Policy Framework).				
9-2.848	Concern that the Project will impact SSSIs (generally - no location given)	Through routeing, siting and design development, National Grid has sought to reduce, as far as	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). The Project avoids all direct impacts on SSSIs, with no long-term negative impacts anticipated on any SSSIs as a result of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. National Grid will continue to engage with Natural England.				
9-2.849	Concern that the Project will impact ancient woodland (generally - no location given)	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied where practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An Ancient Woodland and Veteran Tree Strategy is included as part of the Outline Landscape and Ecological Management Plan (document reference 7.4, Appendix B). The Outline LEMP has been developed in	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consultation with relevant stakeholders including Natural England and local planning authorities.				
9-2.850	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA) (please provide in details sheet)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as local wildlife sites (LWS), Royal Society for the Protection of Birds (RSPB) reserves and Special Protection Area (SPA's). Whist there are no impacts on RSPB reserves, potential direct and indirect impacts on LWS's and SPA's within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). SPA's and the associated impact on birds has also been considered within the Habitats Regulations Assessment (HRA) (document reference 5.3).		X	X	
9-2.851	Concern that the Project will impact Ramsar sites (generally - no location given)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Ramsar sites. Although there are 13 Ramsar sites within the study area, current proposals avoid the majority of impacts, with no long-term negative impacts anticipated on any Ramsar site as a result of the Project. Potential direct and indirect impacts on each scoped in Ramsar site has been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and/or Habitats Regulations Assessment			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(HRA) depending on potential impact pathways. Any necessary mitigation has been detailed within the ES, HRA and the Outline Code of Construction Practice (CoCP) (document reference 7.2) to ensure no significant residual effects, as agreed with Natural England.				
9-2.852	Concern that the Project will result in a negative impact on the environment / countryside generally (generally - no location given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and	X	X	X	

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		recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10 % biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10 % greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				
9-2.853	Suggest that areas other than the AONB should be protected / Criticism that only the AONB has been considered (please use a separate code if a location is provided)	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy.			X	

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		The National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect National Landscapes. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for short sections near Fairstead and North Tilbury. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them elsewhere, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economic and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in ES Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out potential effects on landscape and visual receptors.				
9-2.854	Concern about the quantity of cement needed to secure pylons in place for the Project, due to the	National Grid notes the respondent's feedback. The pylon foundation type and design is based on ground			X	

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	toxins which cement emits which are easily absorbed into the soil	investigations undertaken to inform the detailed design of the Project which includes where and the type of concrete used. National Grid has existing processes in place to source materials from sustainable sources and to use recycled materials where these do not compromise the required design standards and operational life, where practicable. National Grid and their contractors shall adhere to relevant legislation, policy and guidance when constructing the Project.				
9-2.855	Concern that the Project will impact conservation area (generally - no location given)	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on conservation areas and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment is supported by walkover and setting surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The assessment concludes that some conservation areas would experience significant effects. In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and	X		X	

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		Written Scheme of Investigation (WSI) (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-2.856	Concern about the impact of the Project on protected lanes	National Grid has sought to reduce, as far as practicable, impacts on protected lanes through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. Further details on the impact of the Project on protected lanes can be found in Environmental Statement (ES) Chapter 11: Historic Environment (Document Reference 6.11) and ES Chapter 13: Landscape and Visual (Document Reference 6.13). A Landscape and Visual Impact Assessment (LVIA) in ES Chapter 13: Landscape and Visual (Document Reference 6.13) sets out the potential landscape and visual effects, including consideration of visual amenity of people travelling along protected lanes and also impacts on landscape character which may for example be influenced by vegetation loss along protected lanes during construction.	X	X	X	
9-2.857	Criticism that the Project sets a bad precedent for other developments in the countryside	National Grid has a duty under the Electricity Act to maintain and develop the National Transmission			X	

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		System. The design is developed in line with relevant policy, such as National Policy Statements for Energy EN-1 and for Electricity Network Infrastructure EN-5. Routeing and siting has been considered in line with the Holford and Horlock Rules to reduce effects on the countryside and particular features. A full Environmental Impact Assessment (EIA) has been completed, and the results are detailed in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). Impacts on the landscape are detailed in ES Chapter 13: Landscape and Visual (document reference 6.13). On the assumption that it receives development consent, National Grid considers the Norwich to Tilbury project to be appropriate and acceptable development.				
9-2.858	Suggest that National Grid use publicly available information such as Norfolk Tree and Hedge Map to help inform the design of the Project	National Grid notes the respondent's feedback. National Grid has sought to reduce, as far as practicable, impacts on trees through routing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work. Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) predominantly uses baseline tree data-collected in the field and cross referenced against publicly available information, such		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		as the Ancient Tree Inventory and provided Tree Preservation Order data. The AIA identifies trees which have the potential to be affected by the Project, assesses the impact of the Project on those trees, and recommends protection measures as necessary to ensure the health of retained trees.				
9-2.859	The full extent of the arboriculture impacts of these should be included with a BS 5837 (2012) – Trees in Relation to Design, Demolition and Construction Assessment. This Assessment should include a tree constraints plan to inform design choices at an early stage and enable arboriculture impacts to be avoided and designed out where possible	The methodology for the arboricultural tree survey and the assessment of impacts and reporting was agreed through the Environmental Impact Assessment (EIA) Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and Scoping Opinion (document reference 6.20) received from the Planning Inspectorate in December 2022. Impacts on arboriculture are reported within Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) which has been submitted alongside the Development Consent Order (DCO) application. Tree constraints information has been used to inform the design of the Project, and a 'Trees and Hedgerows to be Removed or Managed Plan' (document reference 2.16) has also been submitted alongside the DCO application.		X		
9-2.860	Request that the trees in Norfolk near Waveney Valley should be checked for ancient or veteran tree features and for the presence of protected species	Detailed arboricultural surveys have been undertaken across the route and the results have been used to inform the iterative design process. Details of which are presented in Environmental Statement (ES) Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6).		X		

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		The Ancient Woodland and Veteran Tree Strategy (Appendix B of the Outline Landscape and Ecological Management Plan (document reference 7.4)) sets out the ancient woodland and veteran tree surveys undertaken on the Project, the impacts and proposed mitigation measures. A range of protected species and other ecological surveys have been undertaken across Norfolk (near Waveney Valley) and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). This has included the assessment of trees for bat roosts and barn owl nests/roosts. Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority as relevant.				
9-2.861	Suggest that National Grid undertake more onsite surveys due to the limitations on aerial surveys	A detailed survey scoping exercise has been undertaken to determine the most appropriate survey type, methods and location based on a range of factors including existing records, habitat suitability and likely impacts. Survey scope has been discussed and agreed with the relevant stakeholders to ensure a robust baseline assessment. Further details about the environmental surveys can be found in the Environmental Statement (document reference Volume 6: Environmental Statement).			X	

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9-2.862	Suggest that all construction compounds should be unlit when unoccupied and only fitted with motion activated lights where health and safety dictates	Proposed lighting would be designed in accordance with the appropriate design standards. Commitment GG26 the Outline Code of Construction Practice (CoCP) (document reference 7.2) secures that construction lighting will be of the lowest luminosity to safely perform each task and include motion sensors or switched off when not in use where it is safe and efficient to do so. In addition Commitment GG17 within the Outline CoCP (document reference 7.2) secures that any activity carried out or equipment located within a temporary construction compound that may produce a noticeable nuisance, including but not limited to dust, noise, vibration, and lighting, will be located away from sensitive receptors such as residential properties or ecological sites where reasonably practicable (see the Outline CoCP (document reference 7.2) for further details).			X	
9-2.863	Concern about responsibility and accountability with regard to who will be accountable for the long-term environmental health of areas impacted by the project (e.g. which organisations and stakeholders will be responsible)	For the majority of the route, National Grid will occupy land on a temporary basis for the purposes of construction only. Upon completion of construction and reinstatement of the land in accordance with the relevant environmental management plans (such as the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and environmental commitment GG07 of the Outline Code of Construction Practice (CoCP) (document reference 7.2), this land will be returned to the respective landowners upon their agreement that the land has been reinstated to its			X	

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		former condition or a condition agreed by the land owner. The long-term maintenance and management of these areas will revert to the landowners, consistent with their existing land use responsibilities. In locations where environmental mitigation and enhancement measures such as replacement planting or habitat creation are required, National Grid will retain responsibility for monitoring and maintaining the health and condition of these areas for a period of five years. These obligations will be secured through the relevant Requirements in the Development Consent Order (DCO) and set out in the associated Landscape and Ecological Management Plan. Monitoring will include the assessment of planting success and the implementation of remedial measures where necessary to ensure that the objectives of the mitigation are met. National Grid is committed to ensuring that the environmental impacts of the project are appropriately mitigated and that long-term stewardship responsibilities are clearly defined and adhered to in line with legal and regulatory obligations.				
9-2.864	Concern about the methodology used to assess the impact of greenhouse gases emitted as a result of the project (e.g. how the duration of the pylons' operation in producing electricity has been factored into the greenhouse gas emissions calculations; how emissions associated with cement used for the pylon bases have been quantified; how cumulative emissions have been assessed), and request for	During our Option Selection Process, we aim to reduce Carbon Emissions and their impact on the society by calculating the Carbon Emissions and associated Carbon Cost of each option (this is calculated based on guidance from DESNZ) to inform the preferred option. We continue to measure carbon during the Design Process and benchmark this against historic projects by applying a red, amber, green (RAG) system. This			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	transparency and accountability regarding greenhouse gas emission calculations	ensures that we strategically optimise the project from the design stage, which is when we create the maximum impact. During design, we create a Sustainability Action Plan to identify the opportunities for Carbon Reduction. During construction, we review and monitor the Carbon Emissions Quarterly and ensure that the project incorporates Carbon Reduction initiatives throughout the duration of construction. Throughout the Project Lifecycle, we calculate and track the Carbon Emissions using our in-house Carbon tools. These tools are based on the Carbon Asset Database which consists of Carbon Emissions associated with all our assets, materials, and construction activities. This database is owned by the three GB Transmission Operators and has recently been updated in line with the Inventory of Carbon and Energy Database version 4 (ICEv4).				
9-2.865	Criticism that any green credentials created and enhanced by policy decisions to implement offshore wind farms are cancelled out by the Project which includes 158 kilometres of steel and concrete pylons being built across unspoilt countryside	The Overarching National Policy Statement for Energy (EN-1) (DESNZ, 2004) sets out the need case for new nationally significant electricity infrastructure. Section 3.3 recognises that the volume of onshore reinforcement works needed to meet decarbonisation targets is substantial ... and forecasts that over the next decade, a doubling of north–south power transfer capacity will be required. Specific mention is made of the need for 'substantial reinforcement in East Anglia to handle increased power flows from offshore wind generation'.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Landscape and Visual Impact of the Project has been assessed in the Environmental Statement (ES) – Chapter 13 (document reference 6.13). The overall planning conclusions and balance, weighing impacts and benefits, is provided in the Planning Statement (document reference 5.6)				
9-2.866	Concern about the impact of the Project on soils (e.g. degredation, soil compaction, soil structure, substrata of the soil, etc)	The impact of the Project on soil resources and agricultural land is assessed in full in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES). Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2) provides details of the approach to soil handling which would be adopted during construction by the Main Works Contractor(s) (a requirement in the Development Consent Order (DCO) for compliance with the CoCP(s)) to protect and avoid damage to soil resources in line with the Defra Code and other good practice guidance.	X	X	X	
9-2.867	Concern that the Project will impact natural land drainage	Where the Project interacts with land drainage systems there is a commitment (AS05, W14 of the Outline Code of Construction Practice (CoCP) (document reference 7.2)) to maintaining the efficiency of the existing systems. The Project may include a system of 'cut-off' drains which feed into a new header drain and the Project will also consider surface water runoff measures. The Main Works Contractor(s) will ensure any affected land drains, within the Order Limits, as a result of the	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project, will be reinstated and replacement drainage schemes will be installed where appropriate. A specialised drainage contractor(s) will review the drainage designs and provide advice to National Grid and the Main Works Contractor(s) during all relevant construction and reinstatement activities. Permanent records of the land drainage locations will be made and passed to the landowners/occupiers.				
9-2.868	Concern that the Project will result in a change of water table and consequential flooding / Concern that the Project will increase flooding / Concern that pylons will be sited on floodplains (generally)	National Grid has submitted a detailed flood risk assessment (FRA) (document reference 7.9) as part of its Development Consent Order (DCO) application. The FRA (document reference 7.9) characterises existing sources of flood risk with the Order Limits, including from rivers, surface water and groundwater flooding, and assesses the impacts of the Projects construction and operation, identifying control and mitigation measures to prevent increases in flood risk from these sources. These controls and mitigation measures are detailed in and secured through inclusion within the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Project has sought to avoid locating pylons in fluvial floodplains. Where, by exception, this has not been possible, a mitigation strategy has been agreed with the Environment Agency, centreing on provision of compensation floodplain storage, to ensure no increase in flood risk.	X	X	X	

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9-2.869	Criticism that National Grid won't provide 'enhancement to the environment' or 'Biodiversity Net Gain' as a result of this Project	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for development (subject to certain exemptions), however this requirement is not yet in force for development consented pursuant to a Development Consent Order (DCO). Current indications are that it will apply to DCO applications submitted from May 2026, however this is yet to be confirmed. National Grid has committed to deliver 10% BNG with wider environmental and societal benefits on all construction Projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as avoiding and minimising our impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental and societal benefits, which has been identified through Project design development. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and all options have been considered in the BNG Report of the Environmental Statement (ES) (document reference 7.1).	X	X	X	
9-2.870	Suggest that works within the Marine area require a licence from the Marine Management Organisation, and that National Grid should take the necessary steps to ascertain whether their works will fall below	This comment has been noted. National Grid can confirm that no works are being carried out within a marine area that will require a	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	the Mean High Water Springs mark. With this, information provided on Marine Licensing process	necessary licence from the Marine Management Organisation (MMO).				
9-2.871	Concern over the lack of National Parks in Suffolk or Essex, emphasizing the importance of preserving the limited areas of green land	The designation of National Parks falls outside the remit of National Grid. National Grid has sought to reduce, as far as practicable, impacts on the landscape through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment and proposal of underground cables.			X	
9-2.872	Concern about the impact of the Project on water quality (e.g. due to construction and operation)	The potential for the Project to impact on the water quality of surface water receptors and groundwaters has been assessed with the Environmental Statement (ES) and its accompanying Water Framework Directive Assessment (Document Reference 7.10). A suite of measures is included in the design and secured in the Outline Code of Construction Practice (document reference 7.2) to prevent detriment to water quality and with these measures in place, the assessments conclude no likely significant effects on water quality during construction or operation of the Project.			X	
9-2.873	Concern that the Project will hinder existing / future conservation measures or efforts (e.g. reintroduction of species, diversification projects, tree planting)	The majority of ecological impacts associated with the Project are considered to be temporary and during the period of construction only. National Grid are working closely with any known conservation schemes in the			X	

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		area that are likely to interact with our construction programme. It is not considered that any longer-term reintroduction of species or other future conservation schemes will be significantly impacted by the Project. There will be some limited longer-term restrictions on tree planting under the overhead line and over the top of underground cables, however some shallow rooted and lower lying tree species can be planted and incorporated into any future schemes and therefore any impacts will be negligible.				
9-2.874	Criticism that due to the impact of the Project on agriculture / food production, more food will need to be imported, increasing the Projects carbon footprint, which will far outweigh the carbon savings of National Grid's green policy and National Grid's carbon saving strategy will be nullified	Detailed Agricultural Land Classification (ALC) surveys support estimates of temporary (i.e. for construction) and permanent agricultural land area losses (including BMV land), likely to occur as a result of the Project. Whilst land grades relate to the potential productivity of land, not all high-grade land may be being used to its full potential for a range of reasons, including landowner choices, budgets etc. It is therefore very difficult to link field-specific impacts from the project to national food security. A Government Food Strategy Paper was published in June 2022. This highlights a need to maintain current levels of production through intensification, land sharing and land sparing (e.g. to make space for nature). It also commits to a Land Management Framework to be published in 2023 (not available yet). It does not talk about protecting land from development, and part of the strategy is about growth, ensuring that businesses can operate efficiently and effectively.			X	

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		In 2021, the report notes that over half of all food (58%) consumed in the UK was of UK origin, with over half of the rest of food consumed (23%) in the UK being of EU origin. However, it is reported that there has been a downward trend in the amount of UK produced food being consumed. The report states that since 1988, the amount of food consumed in the UK of UK origin has fallen from 66% to 58% and the amount of food consumed of EU origin has risen from 18% to 23% over the same period.				
9-2.875	Concern about soil carbon release from construction for the Project	Land temporarily acquired during construction (including that from undergrounding) will be reinstated to its previous Agricultural Land Classification (ALC) grade during operation, meaning land quality and land management should remain the same post construction. Therefore, soil carbon release during construction would only be temporary and would not be significantly different to soil carbon loss as the result of agricultural practices which disturb soils, such as ploughing. Surplus soil from land permanently acquired for the project will be re-used where appropriate to reduce any environmental loss.			X	
9-2.876	Concern that the consequential damage caused by Project in areas that are considered to be less valuable in landscape terms will lead to greater pressure on those landscapes that have been protected	Protected landscapes that fall within the 3 km Study Area for the Landscape and Visual Impact Assessment (LVIA) include Dedham Vale National Landscape and Suffolk Coast and Heaths National Landscape (both nationally designated as Areas of Outstanding Natural Beauty or AONB). The legal purpose of AONB			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		designation is 'to conserve and enhance natural beauty'. National Landscape teams work with partners (including farmers, landowners, district and parish councils, organisations like the RSPB and National Trust) to coordinate conservation and enhancement of the area; guided by Management Plan's which are updated every 5 years. Detailed and ongoing consultation with statutory bodies, including local authorities and the National Landscape teams has been undertaken. Their feedback has been considered in the design of the Project to avoid, where possible, unnecessary pressure on the landscape (including for recreation and leisure purposes) as a result of the introduction of the Project.				
9-2.877	Criticism that the environmental appraisal has focused too strongly on ecology as opposed to landscape damage	The scope of the environmental topics assessed in the Preliminary Environmental Information Report (PEIR) together with the scope of the preliminary environmental assessment is based on the Environmental Impact Assessment (EIA) Scoping Report (document reference 6.19) and the EIA Scoping Opinion (document reference 6.20) received from the Planning Inspectorate in 2022.			X	
9-2.878	Criticism that National Grid's consultation documentation does not consider or evaluate the extent of the impact of the Project, and instead concedes that such damage is a natural and justified consequence of the Project	National Grid has undertaken a thorough and detailed pre-application consultation with technical stakeholders. The information presented during the statutory consultation provided the preliminary environmental information from the Environmental Impact Assessment (EIA) process.			X	

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		A complete EIA has now been carried out and the results are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) which accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects.				
9-2.879	Concern that removal of hedgerows required for the Project will remove natural windbreaks and therefore increase soil erosion and increase flow of water / run-off across fields	Where hedgerows are removed for temporary construction features (i.e., haul roads and vegetation clearance for underground cabling), following construction, hedgerows would be replanted, where possible. This would prevent soil erosion and water run-off during operation of the Project. Temporary measures to control and manage runoff from construction working areas would also be put in place to reduce soil erosion risks and prevent increases in runoff. These measures are described in the Outline Code of Construction Practice (CoCP) (document reference 7.2).			X	
9-2.880	Suggest that National Grid systematically weight the 'importance' for each of the landscape qualities identified and mentioned by other respondents (e.g. geological and soil, vegetation and habitats, visual and human sensory, historical, and cultural)	National Grid notes this comment. The assessment in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) is based on the methodology outlined in the EIA Scoping Report (document reference 6.19) as well as discussions had with the Local Planning Authorities (LPAs). The landscape and visual impact assessment			X	

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		(LVIA), included within the ES, has been undertaken as part of the EIA. The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes GLVIA3. Judgements on landscape value have been made as part of the assessment. These value judgements have been informed by the Landscape Institute's Technical Guidance Note (TGN) 02/21 Assessing landscape value outside national designations. This defines landscape value as "the relative value or importance attached to different landscapes by society on account of their landscape qualities" (page 3). The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). The ES also includes an assessment of the impacts on agriculture and soils, air quality, agriculture and soils, geology, cultural heritage and habitats, detailed in Chapter 6: Agriculture and Soils (document reference 6.6), Chapter 7: Air Quality (document reference 6.7), Chapter 8: Ecology and Biodiversity (document reference 6.8), Chapter 9: Contaminated Land, Geology and Hydrogeology, Chapter 11: Historic Environment (document reference 6.11) and Chapter 14: Noise and Vibration (document reference 6.14) including details of appropriate mitigation.				
9-2.881	Concern that the Project does not align with the commitment made under the G7 Nature compact	A range of protected species and other ecological surveys have been undertaken and the results are	X			

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	biodiversity and sustainability agreement to "*support and drive the protection, conservation and restoration of the ecosystems critical to halt, and reverse biodiversity loss and tackle climate change, such as supporting the target to conserve or protect at least 30% of global land*"	outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England (NE) and the Local Planning Authority (LPA) as relevant to ensure no long-term impacts. No residual significant effects on ecological receptors have been identified within the assessment. As part of proposals National Grid has committed to the delivery of at least 10% Biodiversity Net Gain (BNG) with wider environmental and societal benefits leaving an overall positive effect on nature.				
9-2.882	Suggest that underground cables should include measures to minimise damage to any defined Area of Outstanding Natural Beauty (AONB) qualities that would suffer negative impacts including treatment of hedgerows and other wildlife habitats and seek to route the corridor through arable and pastureland	Underground cable technology has been adopted where the Project passes through the Dedham Vale National Landscape (formerly known as an Area of Outstanding Natural Beauty (AONB)) designation. Routeing of the underground cable has considered the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. The aim is that this process therefore ensures that the final design presents the most balanced outcome.	X			

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		National Grid has sought to reduce, as far as practicable, impacts of underground cables within Dedham Vale through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the project. The iterative design process sought to avoid areas of highest concern, considering the special qualities of the National Landscape, and through changes to the route alignment and proposals for trenchless crossing to minimise impacts. The installation of underground cabling would broadly adopt the following process: initially, the removal and storage of topsoil of a width sufficient to allow for construction machinery and the digging of the trenching required for underground cabling. The underground cables would then be laid in the trench, soils would be backfilled, and hedgerows and shrubs reinstated where practicable. At this point, an appropriate grass seed mixture would be sown to encourage regrowth. In some locations trenchless techniques are expected to be adopted to reduce effects. It is anticipated that after a period following completion of the construction of the underground cabling, and replanting of hedgerows and vegetation there would be minimal visibility of the works at ground level. Where there are constraints and at hedgerows it has been agreed that vegetation wouldn't be removed just to allow the storage of spoil.				

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		The routing of the underground cable has been assessed against environmental impacts and as always there are compromises and trade-offs needed. However, every effort has been taken through the scheme development to consider and minimise impacts on sensitive features.				
9-2.883	Suggest that landscaping and planting for the Project should be designed, planted and maintained in such a way that it is responsive to local conditions and adaptable to the impacts of climate change (e.g. in line with Suffolk County Council's Energy and Climate Adaptive Infrastructure Policy (2023))	National Grid has sought to reduce environmental impacts, as far as practicable, through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. Climate change was scoped out of requiring a standalone chapter in the Environmental Statement (ES) (Volume 6 of the Development Consent Order (DCO) application) within the Environmental Impact Assessment (EIA) Scoping Report (document reference 6.19). The Planning Inspectorate agreed with this approach in their Scoping Opinion (document reference 6.20). The vulnerability of the Project to future flooding is considered as part of the Flood Risk Assessment (FRA) (document reference 7.9). The Landscape and Visual Impact Assessment (LVIA), presented in ES Chapter 13: Landscape and Visual (document reference 6.13), includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects. It identifies areas for potential mitigation planting around proposed substations and Cable Sealing End (CSE)		X		

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		compounds, to reduce landscape effects and visual impacts. Environmental mitigation measures have been described within each environmental topic chapter. In order to minimise impacts, an Outline Code of Construction Practice (CoCP) (document reference 7.2), and Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) have been included as part of the DCO application to deliver any mitigation required, including proposed management and monitoring. The Outline LEMP (document reference 7.4) includes details regarding any planting proposals, and information relating to the restoration of any habitats and landscape features. Indicative species lists are provided in Appendix C: Planting Schedules of the Outline LEMP (document reference 7.4); these are primarily species which are native to the East of England. Consideration was also given to including climate-resilient species (e.g. Hornbeam). A five-year monitoring period is proposed to ensure that reinstated vegetation and landscape mitigation proposals successfully establish.				
9-2.884	Suggest that flood compensation should be provided where the Project is within the 1:100 (1%) Annual Exceedance Probability (AEP) plus climate change outline	In agreement with the Environment Agency, floodplain compensation storage would be provided by the Project for the volumes of storage lost due to the placement of pylons within the 1 in 100 year plus climate change flood extents. Details are provided in the Flood Risk Assessment (FRA) (document reference 7.9) and the	X			

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		mitigation is secured by inclusion within the Outline Code of Construction Practice (CoCP) (document reference 7.2).				
9-2.885	Suggest that Flood Risk Permits should be provided for temporary works for the Project, such as scaffolding over main rivers, and for all works within 8m of fluvial main rivers and 16m of tidal main rivers. Applications should include design drawings, method statements and risk assessments (in relation to section 5.4.37 & 5.4.53 of the Design Development Report)	As detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2) Flood Risk Activity Permits for qualifying works to main rivers would be secured by the contractor.	X			
9-2.886	Suggest that any removal of ingress of groundwater for the Project (e.g. at shallow groundwater at the proposed Waveney and Stour crossings) should abide with The Water Abstraction and Impounding (Exemptions) Regulations 2017 Regulation 5, which specifies limits under how much water can be dewatered without requiring an abstraction permit	Commitment GH07 in the Outline Code of Construction Practice (CoCP) (document reference 7.2) requires that any temporary dewatering activities be undertaken in accordance with Environment Agency guidance, and if required, that abstraction licenses and environmental permits are obtained.	X			
9-2.887	Request that Anglian Water is added to the further data sources to inform the first stage of the Environmental Statement (ES) particularly regarding water supply	Anglian Water data (where provided) is included within Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) of the ES to inform the assessment presented.	X			
9-2.888	Concern that there may be potential issues and foreseeable uncertainties with providing for replacement trees as often the suitable locations are outside of the Development Consent Order (DCO),	National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. It should be noted that all other tree habitat including scrub and woodland (area habitats) are assessed and		X		

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	and the mechanisms for ensuring that the planting is successful are often reliant on landowner co-operation for the long term	mitigated through the Biodiversity Net Gain (BNG) metric and captured within the BNG Report (document reference 7.1). The Project will prioritise the replanting for individual trees and small groups of individual trees within the Order Limits, offsite provision may however be required. The tree replanting will be in accordance with the following site selection principles: Within the Order Limits (on-site landscape mitigation). Where possible, trees will be replanted in the same, or in close proximity to, the location from which they were removed. If constraints preclude tree planting in the same or in close proximity to where they were removed, tree planting will be undertaken as close as possible to the original location. Outside the Order Limits (off-site landscape compensation). If it is not possible to replant the trees within the Order Limits, then offsite provision will be provided. Details of the onsite tree planting will be provided in accordance with the final Landscape and Ecological Management Plan (LEMP) secured under a Requirement (if provided within the Environmental Areas) or the Reinstatement Planting Plan secured under a different Requirement (as appropriate) of the draft DCO (document reference 3.1).				

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		Offsite tree planting will be secured via a legal agreement. The offsite provision (onsite deficit) can only be finalised once final details of the onsite provision have been approved under the final LEMP through a discharge of the appropriate requirement of the DCO. Offsite tree planting will be delivered through collaboration with landowners and/or third parties. An Offsite Planting Delivery Scheme will be provided to the relevant Local Planning Authorities for their information which provides details of the offsite provision.				
9-2.889	Suggest that noise impact assessments (NIA) and vibration impact assessments (VIA) should be undertaken for construction compounds of the Project. Given the length of time that the compounds will be in place and be used the NIA should be undertaken in accordance with B4142. This should include an assessment of noise and vibrations relating to the construction of compound. Also suggest that lighting assessments should be undertaken for construction compounds, which should be undertaken in accordance with the Institute of Lighting Professionals (ILP) Guidance Note 1 on Obtrusive Light and Bats and Artificial Light. Similarly, suggest that a NIA and VIA in accordance with BS5228 should be produced for each pylon location, each substation location, each Cable Sealing End Compound (CSEC) location and	Chapter 14: Noise and Vibration (document reference 6.14) of the Environmental Statement (ES) includes an assessment of construction noise and vibration. The assessment includes construction compounds, pylons, substations, Cable Sealing End (CSE) compounds, underground cables, and access routes undertaken in accordance with the methodology described in BS 5228. Outline mitigation has been detailed where this is required to avoid significant adverse effects. Construction noise is explicitly excluded from the scope of BS 4142. As such, BS 4142 is not appropriate for the assessment of construction impacts. However, best practicable means would be employed, including within construction compounds, to reduce the effects of noise as far as practicable.		X		

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	each underground cable location. These should include details of any proposed mitigation, and suggest that a dust management plan should be provided for each	The Outline Code of Construction Practice (CoCP) (document reference 7.2) details mitigation measures to guard against light pollution and dust management (Appendix D: Dust Management Plan) during construction. Further detail on ecologically sensitive lighting proposals will be included within the final (CoCP) post consent.				
9-2.890	Suggest that a strict buffer around the woodland should be maintained as per Natural England's standing advice on ancient woodland and ancient and veteran trees, and suggest that ancient woodland should not be used to screen or mitigate effects from the Project on undesignated or locally important landscapes at the detriment of the irreplaceable habitat	The standing advice in terms of buffer zones for ancient woodland and veteran trees has been considered and is reported on within Appendix 13.6 Arboricultural Impact Assessment Report (document reference 6.13.A6). For the majority of the Project the recommended 15m exclusion zone around ancient woodland is adhered to, where unavoidable encroachment is proposed into this 15m ancient woodland buffer, details on protection and mitigation measures have been set out within the Ancient Woodland and Veteran Tree Strategy (Appendix B to the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4)). Ancient woodland, together with tree cover and woodland in the wider landscape would filter and screen views of the Project in places as people move around the landscape.	X			
9-2.891	Suggest that National Grid consider baseline data in the Environment Agency's hydrology data explorer, which includes regularly updated groundwater levels from the Groundwater Levels Monitoring Network, to	A Groundwater Risk Assessment is included as Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3) which includes a list of the sources of	X			

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	complement the British Geological Survey (BGS) Hydrogeological Maps	information used to inform the groundwater assessment which includes the use of the hydrology data explorer where suitable.				
9-2.892	With regard to Consents, Commitments and Permissions (Appendix 4, pages 11-12) of the Preliminary Environmental Information Report (PEIR), concern that the outline reviews a large number of potential environmental impacts and outlines but there is mention of anticipated license requirements in Table 4.1, page 11, including abstraction licences here, which contradicts PEIR Vol. 1 9.8.26-27, p. 260-1, Hydrogeology which assumes there will be no need for abstraction	The current Project assumption, as detailed within Environmental Statement (ES) Chapter 4: Project Description (document reference 6.4), is that there would be no new temporary or permanent consumptive abstractions and that the water supply needs of the Project during construction would be sourced either from mains water supply or in remote locations tankered in. However, there is the potential that there may be the need for temporary dewatering during the construction of the Project, at such places as trenchless crossing, and where certain criteria are not met, as described in ES Chapter 4 Project Description, an abstraction licence could be required. An overview of National Grid's intended strategy for obtaining the consents, licences and associated agreements to be sought outside the Development Consent Order are presented in Consents and Licences Required Under Other Legislation (document reference 5.5)	X			
9-2.893	Criticism of National Grid's interpretation of / use of data on soils (e.g. "off-the-shelf" rather than bespoke analysis; irrelevant data; incorrect data; lack of critical information) (report provided by respondent). Specifically, criticism of the following: - Concern that the soilscapes shown in Map 2 of	Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES) refers to Soil Associations of the more detailed National Soil Map of England and Wales (rather than the generalised soilscapes map) to assess the baseline for reporting of soil types. Detailed Agricultural Land Classification			X	

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	Section 6.6 in Volume II of the Preliminary Environmental Information Report (PEIR) (from the Cranfield University/Defra Land Information System) for Hapton and Tasburgh show deep loams, seasonally wet deep loams, and seasonally wet deep sands, where these are actually soils of the Ashley Association (principally Ashley Series clay loam on chalky boulder clay) and Beccles Association (principally Beccles Series seasonally wet sandy clay loam over chalky boulder clay) and there are no seasonally wet deep sands (these would be best described as mixed bottomland); - Concern that National Grid has described soils in terms of soil texture and a subjective assessment of wetness, rather than use small scale soil maps that are available (e.g. maps at scales smaller than 1:25 000 or 1:50 000 depicting soils of the Beccles and Ashley Associations that extend from the north Norfolk coast deep into Suffolk are available); - Concern that the soilscapes shown in Map 3 of Section 6.6 in Volume II of the PEIR on Bunwell (which shows deep loams, seasonally wet deep loams and wet sands) does not reflect the actual soil pattern of Beccles Association on the plateau and quite restricted areas of Ashley Association on the upper slopes. The flood plain of the Tas is mapped as wet sands although it is composed of alluvium of various textures and peat; - Concern that Map 4 incorrectly shows seasonally	(ALC) surveys have been undertaken across the Project to support the agriculture and soils assessment and are detailed in full in Appendix 6.1: ALCA Report (document reference 6.6.A1). The ALC surveys further support the identification of localised changes in soil types across the Project. Suitable consideration of the ground conditions, including soil mechanics, will be incorporated into the detailed design of the Project, undertaken post-submission. This will be based on suitable site-specific ground investigation in accordance with best practice outlined in commitment GH01 of the Outline Code of Construction Practice (CoCP) (document reference 7.2).				

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	wet deep loams in the area between Shelfanger and Burston; - Concern that Map 5 at the crossing of the Waveney does not show that the peat and the adjacent unripe alluvium are acid sulphate soils; - Concern that maps do not show acid sulphate soils in the Stour Valley (as per the mapping of the Soil Survey of England and Wales); - Concern that National Grid has adopted the Agricultural Land Classification of the former Ministry of Agriculture, Fisheries and Food (MAFF 1988) as their main source of information (e.g. Class 3 constitutes about half of the land in England and Wales and MAFF divided into 3a and 3b in the 1988 revision because of this is where the critical difference between good land and poor land is manifest but this subdivision has not been considered in the soilscape mapping; Agricultural Land Classification is based on expert judgement rather than scientific procedure based on measurement and collation of significant soil and land characteristics; it was made in the light of agricultural practice in the 1960s, which has since changed; the criterion was not crop yields or profitability but the flexibility of use) - Concern that the report demonstrates no knowledge of the soil mechanics that determine suitability for foundations, feeder roads and over-winter site conditions, except at major river crossings					

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9-2.894	Criticism that the Environmental Statement (ES) does not set the mitigation cost-calculation methodology for the Project (e.g. as required by EN-5 2.9.5)	National Grid submitted an Environmental Statement (ES) Scoping Report (document reference 6.19) to the Planning Inspectorate on 7 November 2022. The Planning Inspectorate (on behalf of the Secretary of State) formally adopted its Environmental Statement Scoping Opinion (document reference 6.20) on 14 December 2022 which has informed the scope of the Environmental Impact Assessment (EIA) for the Project. Costs and considerations of alternatives are presented within the 2025 Strategic Options Backcheck and Review (document reference 7.17).			X	
9-2.895	Concern that there is no worst-case assessment of flooding presented in the Preliminary Environmental Information Report (PEIR), and concern that the summary in the PEIR underestimates flood risks associated with the Project / Suggest that National Grid provide further information on flood risk	Further detailed assessment of flood risk has been carried out since the statutory consultation and is reported in the Flood Risk Assessment (FRA) (document reference 7.9). The scenarios and sources of flood risk that are appraised have been agreed with the Environment Agency and other flood risk management authorities and a suite of commitments to managing flood risk are included in the Outline Code of Construction Practice (CoCP) document reference 7.2).			X	
9-2.896	Concern about the impact of the Project on Country Wildlife Sites (generally)	The impacts on County Wildlife Sites (CWS) is assessed in Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8).			X	
9-2.897	Criticism that the assessment of conservation areas are inconsistent and often have not adequately considered the character and appearance of these	The assessment of Conservation Areas has been carried out using a robust and systematic methodology in line with established best practice, including Historic			X	

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	designated assets, listing instead the listed buildings which are to be found and any key views associated with the area. In most cases, the setting of the conservation areas is considered to make a considerable contribution to their value (although this is not explained or defined further). Of the 54 conservation areas within the study area, 41 have been scoped out as this setting is not considered to extend to the Draft Order Limit. This appears to largely be based upon subjective opinion which has attributed a medium value to each area with no apparent reasoning. Conservation Areas only appear to be scoped in as a result of proximity to The Project, rather than as a result of following the 5 step process as recommended by Historic England in GPA3.	England's Good Practice Advice Note 3: The Setting of Heritage Assets (Second Edition, 2017). This methodology was developed, discussed, and agreed with key stakeholders through the scoping process and thematic working group meetings. Each Conservation Area has been assessed with due consideration of its character and appearance, as well as the contribution made by its setting to its significance. The presence of listed buildings and key views within these areas was included to support a contextual understanding of their historic and architectural interest, but the value and setting of the Conservation Area as a designated heritage asset was assessed independently. Scoping decisions regarding whether the setting of a Conservation Area extended to the Order Limits were informed by site visits, photographic survey, and analysis of the Zone of Theoretical Visibility (ZTV), in combination with professional judgement. The conclusions were not based solely on proximity, but on a holistic appraisal of whether the proposed development would be experienced in a way that might affect the asset's significance. We are therefore confident that the approach to the assessment of Conservation Areas is appropriate, proportionate, and aligned with national policy and guidance, including the five-step process recommended by Historic England in GPA3.				

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9-2.898	In relation to Chapter 6 of the Preliminary Environmental Information Report (PEIR), criticism that policies LPP70 and LPP73 of the Braintree District Council BDC Adopted Local Plan have not been considered and any harm which arises from loss of the Best and Most Versatile (BMV) land will need to be weighed in the wider planning balance and the cumulative effects also appreciated. It will be necessary to understand how effective soil management plans can fundamentally be at preserving the quality and structure of soils of differing vulnerability. Overall, judgement of effects is currently hampered by sufficient detail on assessment methodology and explanation of how accurately the impacts have been identified. There would not appear to be a thorough understanding of how surplus soil will be dealt with, for example, and whether the earth moving operations will be extensive in this regard. Overall, the baseline information remains high-level with the 'worst case scenario' only getting to a point where it is agreed that significant effects are likely to occur. Detailed information and analysis will not only assist in quantification of harm but also assist in the design of measures to minimise this, including those to protect soil quality and avoid '4 compaction'. For these reasons, it is not possible to understand where the opportunities lie to further avoid or mitigate impacts: this being a fundamental aim of	Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES) considers the key regional and local policy, including the Braintree District Council Adopted Local Plan, to inform the assessment of the impacts of the Project on agricultural land (including BMV land), alongside the impacts on soils and agricultural landholdings. The baseline information which informed the assessment included Provisional Agricultural Land Classification (ALC) data, alongside additional detailed ALC site surveys which were undertaken for the Project to confirm the presence of BMV land within the Order Limits. The full details of the ALC grade distribution across the Project are presented in Appendix 6.1: Agricultural Land Classification Report (document reference 6.6.A1). Appendix C: Outline Soil Resource Plan (SRP) of the Outline Code of Construction Practice (CoCP) (document reference 7.2) sets out key soil mitigation measures required to protect soil resources. The Outline SRP will be evolved into the SRP prior to construction commencing, where detailed construction approaches, soil baseline information including soil profiles, and details of site-specific soil measures (including details of surplus soil) will be set out.		X		

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	Environmental Assessment (ES). It is therefore too early to judge whether the ES will be effective in this regard					
9-2.899	In relation to Chapter 9 of the Preliminary Environmental Information Report (PEIR), criticism of the baseline information provided for contaminated land, geology and hydrology and request that that more information should be included in the Environmental Statement (ES)	The Preliminary Environmental Information Report (PEIR) and supporting figures were a preliminary document and reflected the Project proposals at the time of the 2024 statutory consultation. A complete Environmental Impact Assessment has now been carried out and the results are presented in the Environmental Statement which accompanies the Development Consent Order (DCO) application. A full list of the information that has been used to inform the contaminated land, geology and hydrogeology chapter is included within Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) of the Environmental Statement and the accompanying appendices.		X		
9-2.900	Criticism of the detail of arboriculture impacts presented in the Arboricultural Survey in the Preliminary Environmental Information Report (PEIR) and suggestion that results of surveys are should be shared prior to submission of the DCO. Braintree District Council requests opportunity to input before the design becomes fixed Criticism of the lack of consolidated mapping of non-designated woodland areas or hedgerows as part of this. Concern that extent of high-grade tree loss	The Preliminary Environmental Information Report (PEIR) was prepared in accordance with the Nationally Significant Infrastructure Projects: Advice Note Seven (June 2020) and was a preliminary document that reflected the Project's proposals at the time of statutory consultation. A detailed Environmental Impact Assessment (EIA) has since been carried out and is presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) submitted as part		X		

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	cannot be identified and design cannot demonstrate that it aims to minimise this loss. Criticism that the lack of information makes it difficult to distinguish the temporary and permanent effects of vegetation loss from pylons and overhead lines. Recommendation that better oversight of this is provided. Criticism that Environmental Statement (ES) is poorly understood and articulated	of the Development Consent Order (DCO) application. Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) submitted as part of the ES provides details of the impacts to trees (including high value features). The draft AIA was shared with Local Planning Authorities on 28th March 2025. The Trees and Hedgerows to be Removed and/or Managed Plans are provided with the DCO (document reference 2.16). A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA. The LVIA includes an assessment on both landscape character and visual amenity during construction and operation. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). The assessment takes into consideration the temporary and permanent effects of vegetation loss as a result of the Project.				
9-2.901	Criticism of the use of 'worst-case scenario' assessments as a comprehensive method for competing interests and suggestion that a blanket approach to mitigation will require considerable bespoke refinement. The respondent suggests an initial list is drawn up where input into this refinement process would be beneficial as they would like to address and fix many aspects of the design prior to submission. Suggests that other relevant planning considerations (including those scoped out of scrutiny under the	Through careful design, the Project seeks to avoid and mitigate impacts on the environment and sensitive receptors. In line with the approach set out in Environmental Statement (ES) Chapter 5: Environmental Impact Assessment (EIA) Approach and Method (document reference 6.5) and in accordance with National Policy Statement EN-1 (Department for Energy Security and Net Zero, 2024) the mitigation hierarchy has been applied during the iterative design process to, in the first instance, avoid creating adverse		X		

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	Environmental Impact Assessment (EIA) regime) do deserve to receive some emphasis before a design is fixed for submission, the respondents understands that National Grid is currently focusing on assessing the likely significant effects within the confines of the EIA legislation	effects, prevent, reduce and finally, where appropriate, offset adverse effects. The Project team have applied the mitigation hierarchy to minimise residual impacts and the need for the Project strongly outweighs those impacts. The mitigation hierarchy has been applied throughout development of the Project as part of the iterative EIA process which has informed the routeing and siting process. The Project has been designed to avoid, reduce or mitigate potentially significant adverse residual effects. The application for development consent is supported by an Environmental Statement (ES) (Volume 6 of the Development Consent Order application) which demonstrates that the mitigation hierarchy has been applied throughout the design and development of the Project. The ES provides a description of the measures to avoid, prevent or reduce and, where practical, offset likely significant effects on the environment. National Grid has embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project. Embedded measures are those that are intrinsic to and built into the design of the Project. The key embedded measures are presented in ES Chapter 4: Project Description (document reference 6.4). National Grid submitted an Environmental Impact Assessment (EIA) Scoping Report (document reference				

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		6.19) to the Planning Inspectorate on 7 November 2022. The Planning Inspectorate (on behalf of the Secretary of State) formally adopted its Scoping Opinion (document reference 6.20) on 14 December 2022 which has informed the scope of the EIA for the Project. The EIA has been undertaken in accordance with the Infrastructure Planning EIA Regulations 2017.				
9-2.902	Criticism in relation to Preliminary Environmental Information Report (PEIR) Chapter 6 (including appendix & drawing) Section 6.2.8, that dates referring to the Braintree District Council Local Plan are incorrect and that this should be updated in the Environmental Statement. Suggestion to update references of standard guidance documents relevant to the protection of soils and agricultural land. For examples, to include the 2021 Institute of Quarrying guidance "Good Practice Guide for Handling Soils in Mineral Workings"	Chapter 6: Agriculture and Soils (document reference 6.6) of the ES has been updated to reflect the revised dates associated with the Braintree District Council Local Plan. The relevant guidance has also been updated to include the 2021 Institute of Quarrying guidance "Good Practice Guide for Handling Soils in Mineral Workings".		X		
9-2.903	Suggestion in relation to Preliminary Environmental Information Report (PEIR) Chapter 6, section 6.5.4, that a more detail statement is provided on how Agricultural Land Classification (ALC) surveys are being conducted within the full Draft Order Limits (DOL) including within narrow corridors of the limits. Request for confirmation that the ALC survey process is in line with the Institute of Environmental Management and Assessment (IEMA) guidance,	The detailed Agricultural Land Classification (ALC) survey methodology is presented in full in Appendix 6.1: Agricultural Land Classification Survey Report (document reference 6.6.A1), including relevant policy and guidance (including the Institute of Environmental Management and Assessment (IEMA) guidance and Design Manual for Roads and Bridges (DMRB) guidance) along with the survey assessment approach and methodology.		X		

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	along with details on laboratory analysis and how sensitive soils will be identified					
9-2.904	Criticism in relation to sections 6.5.5 to 6.5.9 of the Preliminary Environmental Information Report (PEIR), that whilst it is supportive of the use of Institute of Environmental Management and Assessment (IEMA) guidance to assess impacts on soils and agricultural land, there is a need to provide further detail about how this will be presented, such as key soil characteristics (e.g.: texture) as well as references to specific tables within the IEMA guidance for assessing receptor sensitivity and magnitude of change	Chapter 6: Agriculture and Soils of the ES (document reference 6.6) comprehensively details the assessment methodology, referencing the Institute of Environmental Management and Assessment (IEMA) guidance and Design Manual for Roads and Bridges (DMRB) guidance and specifies the tables within these documents to assess receptor sensitivity and magnitude of change.		X		
9-2.905	Requests confirm that Natural England approved the Agricultural Land Classification (ACL) survey methodology within the Environmental Statement (ES) chapter associated with Table 6.1	Table 6.1 of Chapter 6: Agriculture and Soils (document reference 6.6) of the ES has been updated to include all correspondence with Natural England and their approval of the Agricultural Land Classification (ALC) survey methodology.		X		
9-2.906	Criticism in relation to section 6.7.3 of the Preliminary Environmental Information Report (PEIR), that mitigation measures are not specific to soils and agriculture and that this information should be expanded in the Environmental Statement (ES) with a description of soil function enhancements, as well as detail on how impacts on soils and agricultural land have been avoided for the sensitive routing and siting measure.	Section 6.6: Proposed Mitigation of Chapter 6: Agriculture and Soils of the ES (document reference 6.6) details the embedded, standard and additional mitigation measures specific to soils and agriculture. Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (document reference 7.2) sets out the good practice soil handling mitigation measures.		X		

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	Suggestions that measures to protect soil quality are established and embedded within mitigation measures in accordance with Policy LPP 70 of the Braintree District Local Plan					
9-2.907	Criticism that there is no clear statement in the baseline data section 6.6, whether Agricultural Land Classification (ALC) will be included within the inter-project cumulative impacts for the Braintree area and consideration given due to the high prevalence of BMV land in the district and potential for localised cumulative loss in relation some of the permanent infrastructure associated with the proposed development	Agriculture and soils are considered in the inter-project cumulative effects assessment presented in Chapter 17: Cumulative Effects of the ES (document reference 6.17).		X		
9-2.908	Support the approach outlined in the Preliminary Construction Effects, in relation to the worst-case scenario approach scenario to assess provisionally mapped Grade 3 as Subgrade 3a for the Preliminary Environmental Information Report (PEIR), however, the respondent suggests that this should be based upon detailed Agricultural Land Classification (ALC) survey data within the Environmental Statement (ES) Chapter. Suggests that the ES Chapter regarding the impacts on the soil resource and agricultural land be assessed separately in line with the Institute of Environmental Management and Assessment (IEMA) guidance and the receptor sensitivity of the	Detailed Agricultural Land Classification (ALC) surveys were undertaken to establish the baseline conditions which support the assessment presented in Chapter 6: Agriculture and Soils of the ES (document reference 6.6). The results of the ALC surveys are presented in full in Appendix 6.1: Agricultural Land Classification Survey Report (document reference 6.6.A1). ES Chapter 6: Agriculture and Soils (document reference 6.6) assesses the residual effects of the Project on agricultural land, soils, and agricultural landholdings during construction and agricultural land during operation (and maintenance) in line with the 2022 Institute of Environmental Management and Assessment		X		

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	soil resource should be informed by the results of the detailed Soil and ALC survey	(IEMA) guidance: A New Perspective on Land and Soil in Environmental Impact Assessment				
9-2.909	Suggestion in relation to Section 6.7.5, to include in the 'suitable conditions for soil handling' section of the Soil Resource Plan (SRP), which will require STOP conditions section outlining unsuitable weather conditions where soil trafficking and handling should be paused and the method for soil moisture and consistency testing prior to soil handling activities be provided	Chapter 6: Agriculture and Soils of the ES (document reference 6.6) has been updated to include the soil management measures detailed in Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (document reference 7.2), including reference to climatic STOP conditions.		X		
9-2.910	Criticism that there is no clear description as to how impacts on soil quality are being assessed, including no clear distinction made between potential impacts resulting from soil disturbance in terms of either soil susceptibility to erosion or compaction	Chapter 6: Agriculture and Soils of the ES (document reference 6.6) assesses the impacts of the Project on soils (impact on soil quality and ecosystem services) drawing on guidance set out in the Institute of Environmental Management and Assessment (IEMA), 2022 guidance: A New Perspective on Land and Soil in Environmental Impact Assessment. The assessment considers the impact on soil resource and function and soil handling (structural damage).		X		
9-2.911	Criticism in relation to the Preliminary Construction Effects, that there is no detailed assessment methodology in the Preliminary Environmental Information Report (PEIR), including land temporarily moved from agricultural production in the construction effects section. Suggests that a detailed breakdown is included for each of the different design elements in the Environmental Statement	Chapter 6: Agriculture and Soils of the ES (document reference 6.6) details in full the residual effects on the temporary loss of agricultural land during construction and the permanent loss of agricultural land during operation (and maintenance) in relation to specific permanent design features.		X		

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	Chapter to understand potential effects and mitigations					
9-2.912	Suggestion to use Natural England's 2017 Likelihood of best and most versatile (BMV) Land Maps alongside current information for the baseline section of the Environmental Statement (ES) Chapter	Chapter 6: Agriculture and Soils of the ES (document reference 6.6) details the Natural England 2017 Likelihood of Best and Most Versatile (BMV) Agricultural Land – Strategic scale map Eastern Region in Section 6.5 Baseline Conditions.		X		
9-2.913	Suggestion that the permanent loss of areas of agricultural land and soils would be better included in the construction effects of the Environmental Statement Chapter due to the soil handling activities being more likely to take place during the construction instead of operational phase. That, rather than the Preliminary Operational (and Maintenance) Effects chapter. Criticism that there has not been a systematic approach in the assessment methodology which limits the respondents understanding of the potential impacts on soils and agricultural land within the Environmental Statement. Criticism that Section 6.8.10 of the Preliminary Environmental Information Report (PEIR), does not contain information as to what the end usage of the soils located within the Technical Note GM12443 MAY 2024 Page 7 areas of permanent land take will be	The permanent loss of agricultural land was assessed in the operational (and maintenance) phase in Chapter 6: Agriculture and Soils of the ES (document reference 6.6), as agreed within the Scoping Opinion (document reference 6.20). The temporary loss of agricultural land and the impacts on soil resources caused by any soil disturbance during construction are considered in the construction phase. The assessment methodology for the impacts of the Project on agricultural land and soils is detailed in full in Section 6.4: EIA Approach and Methods of Chapter 6: Agriculture and Soils of the ES (document reference 6.6), referencing the Institute of Environmental Management and Assessment (IEMA) guidance and Design Manual for Roads and Bridges (DMRB) guidance. Chapter 6: Agriculture and Soils of the ES (document reference 6.6) details (in reference to the end usage of soils located within areas of permanent land take) 'that any soil excavated from the Project (e.g. displaced from		X		

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		the cable ducts or pylon foundations) would be reused on site where soil is suitable for reuse. It is assumed that all soil could be reused on site; however, if it arises that excess soil cannot be reused on site, this soil would be taken off site.' This assumption is based on information presented within Chapter 4: Project Description of the ES (document reference 6.4). Efficient material management will be in line with the requirements set out in the Outline Site Waste Management Plan (SWMP) (Appendix B of the Outline CoCP (document reference 7.2)).				
9-2.914	Suggests a statement is included in the Environmental Statement (ES) Chapter confirming the end usage of soils in permanent land take areas	Chapter 6: Agriculture and Soils of the ES (document reference 6.6) details 'that any soil excavated from the Project (e.g. displaced from the cable ducts or pylon foundations) would be reused on site where soil is suitable for reuse. It is assumed that all soil could be reused on site; however, if it arises that excess soil cannot be reused on site, this soil would be taken off site.' This assumption is based on information presented within Chapter 4: Project Description of the ES (document reference 6.4).		X		
9-2.915	Suggests section 6.7.5 of the standard mitigation section (Measure AS01) is listed in the Soil Resource Plan (SRP) as an embedded mitigation measure for the Project	Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (document reference 7.2) sets out the mitigation measures that will be undertaken in relation to soil. These mitigation measures would be implemented during construction of the Project to limit effects through adherence to good site practices and achieving legal compliance.		X		

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9-2.916	Criticism of the detail provided in Appendix B of the Preliminary Environmental Information Report (PEIR) is unclear and suggest a clear statement of the scope early in Chapter 7 of the PEIR should be provided	The Preliminary Environmental Information Report (PEIR) was prepared in accordance with the Nationally Significant Infrastructure Projects: Advice Note Seven (June 2020) and was a preliminary document that reflected the Project's proposals at the time of statutory consultation. A full Environmental Impact Assessment (EIA) has since been carried out and is presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) submitted as part of the Development Consent Order (DCO) application. Chapter 7: Air Quality of the ES (document reference 6.7) includes a clear statement of the scope of the assessment.		X		
9-2.917	Suggests Volume 3, Technical Appendices - Part 2 of 4; Appendix 8, contains the finalised results and impact assessments The Ground Level Tree Assessment surveys in relation to roosting bats within the Environmental Statement	The Ground Level Tree Assessment results are presented within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically within the Bat Roosting report (Appendix 8.9, document reference 6.8.A9).		X		
9-2.918	Suggestion to include further information and clarification required for transparency and completeness in the assessment process and to verify accuracy of assessment outcomes in Chapter 7 of the Preliminary Environmental Information Report (PEIR) as part of the Environmental Statement (ES)	The Preliminary Environmental Information Report (PEIR) was prepared in accordance with the Nationally Significant Infrastructure Projects: Advice Note Seven (June 2020) and was a preliminary document that reflected the Project's proposals at the time of statutory consultation. A full Environmental Impact Assessment (EIA) has since been carried out and is presented in the Environmental		X		

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		Statement (ES) (document reference Volume 6: Environmental Statement) submitted as part of the Development Consent Order (DCO) application. The results of the air quality assessment are detailed within Chapter 7: Air Quality of the Environmental Statement (ES) (document reference 6.7). The assessment has been undertaken in line with recognized guidance and best practice to ensure transparency and completeness, and the methodologies applied have been designed to provide robust and outcomes that represent the predicted air quality impacts associated with the Project. Specifically, the assessment followed the Institute of Air Quality Management (IAQM) guidance on the assessment of dust from demolition and construction, IAQM/Environment Protection UK guidance on land-use planning and development control, and Defra Local Air Quality Management Guidance.				
9-2.919	Suggestion that relevant checks with Local Planning Authorities (LPAs) are conducted regarding statutory protection areas	Schedule 14 of the draft DCO (document reference 3.1) details the impacts to trees covered by Tree Preservation Orders. All ecologically statutory designated sites have been obtained from national sources. Data for conservation areas were obtained from Historic England and cross-referenced with Local Planning Authority websites.		X		

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9-2.920	Criticism in relation to paragraph 9.8.4 of the Preliminary Environmental Information Report (PEIR), as it currently states "While Sites of Geological Importance have been identified within the study area, construction activities and therefore physical ground disturbance is restricted to within the draft Order Limits (DOL), and therefore there is no potential for damage to or loss of these sites", however there can be indirect effects, and these should be fully considered	Sites of geological importance remain outside of the Order Limits and therefore it continues to be the case that there would not be any ground disturbance within designated areas. In addition, areas of potential contamination that could be mobilized by the Project have not been identified close to any sites of geological importance.		X		
9-2.921	Criticism that whilst 'GC08: for the sensitive features to be retained (i.e., veteran, and mature trees, and ancient woodland), an appropriate protective area or protection mechanisms will be established)', and 'LV06 for the main works contractor to apply the relevant principles as set out in British Standard (BS) 5837:2012 Trees in relation to design, demolition, and construction', are accepted for inclusion for the duration of the development. Further information regarding the categories, age class and conditions of trees cited along the planned route is required in the Preliminary Environmental Information Report (PEIR) Volume 1	An Arboricultural survey has been completed, results of which are presented in Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document reference 6.13.6A). The AIA (document reference 6.13.A6) contains tree category and life stage information following the guidance from BS5837:2012 and detailed at scoping stage. Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) contains information specific to veteran trees Arboricultural mitigation measures are set out within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape and Ecological Management Plan (document reference 7.4). An Arboricultural Method Statement (AMS) will also be produced which includes tree protection measures		X		

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		where construction activities are likely to impact retained trees.				
9-2.922	Criticism in relation to Chapter 9 of the Preliminary Environmental Information Report (PEIR) which states that the proposed development would be unlikely to have significant effects on hydrogeology receptors, as relevant assessments aren't complete. Suggests that the outcomes of the screening process, with corresponding justifications, are detailed in the Environmental Statement (ES) in relation to the private water abstractions within the Braintree District Council area	The Environmental Statement includes a groundwater risk assessment as Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3) which includes additional supporting information on the potential risks and therefore effects on hydrogeological receptors, including private water supplies, to inform the assessment in Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9).		X		
9-2.923	Criticism of the information provided in the Preliminary Environmental Information Report (PEIR) about the assessment of hydrogeological effects lacks detail and defers to the Environmental Statement (ES) which will provide detail	The Environmental Statement includes a groundwater risk assessment as Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3) which includes additional supporting information on the potential risks and therefore effects on hydrogeological receptors to inform the assessment in Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9).		X		
9-2.924	Criticism of the methodology used to screen out historical land uses which could classify them as having a moderate or greater potential for generating contamination, as it is based on previous land use and free National Library of Scotland (NLS) mapping instead of comprehensive commercially available data.	A full list of the data sources used to inform Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) are presented within Section 9.4 of the chapter, data sources are also presented within Appendix 9.1: Baseline Information and Preliminary Contamination Risk Assessment (document reference 6.9.A1), this includes, but not limited to,		X		

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	Criticism the criteria in Table A9.1.8 is subjective (e.g.: Low categorization) and further reasoning is needed why some sites have been categorised 'Low'. Criticism that the data sources listed in Paragraph 9.5.4 are suitably comprehensive to inform the assessment and suggests suitably complete baseline data is considered as well as any gaps in historic data, and clearly lists data sources in the Environmental Statement (ES)	National Library of Scotland, historical aerial imagery and Envirocheck report for parts of the route. The information is further supplemented by information obtained from the local councils and the Environment Agency. Appendix 9.1: Baseline Information and Preliminary Contamination Risk Assessment (document reference 6.9.A1) provides a Tier 1 Preliminary Risk Assessment and identifies sites where a potential source of contamination could lead to a significant effect. Professional judgement has also been used within the assessment to determine what could potentially be significant. A description of the sites that have been identified as a potential source of contamination is given in Section 9.4 which has helped inform the potential for generating contamination score.				
9-2.925	Ancient Woodlands. It is noted that some of the locations have been changed to mitigate the impacts on Ancient Woodlands and for others are still under consideration. ECCs GI team recommends that the N2T proposal refers to the appropriate landscape buffers, and that the perfected option corridor is designed and planned to avoid detrimental direct and indirect impacts. Therefore, ECCs GI team expects this ancient woodland to be protected, with comprehensive compensation plans in place where it is not possible. There is a Big Green Internet project aiming to plant	The presence of ancient woodlands has been a key consideration within the design process, with every effort made to avoid and minimise impacts on ancient woodlands. Proposals for the alignment have successfully avoided direct impacts on ancient woodland through careful routeing and siting. There are however third-party works to existing assets that will have minor impacts to ancient woodlands. This is unavoidable due to the locations of these assets already being within/adjacent to ancient woodland habitat. Impacts have been minimised and mitigation proposed within the Ancient Woodland and Veteran Tree Strategy at		X		

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	and connect the woodlands from Tendring to Epping Forest, which potentially the path of this proposal may well pass from Tendring, through to Colchester and Chelmsford and the opportunities to contribute and the potential effects should be considered. https://thebiggreeninternet.co.uk/ourjourney/ Paragraph 8.5.14 (page 175, 184 of 593) mentioned that through the removal of overhead lines through Writtle Park wood will allow the woodlands to regenerate naturally and would work to the original footprint of the gas pip for Bushey Wood. It is anticipated for Writtle Park Wood to regenerate naturally that it will be left for self-seeding and there are no plans to enhance through planting creating a balanced approach and for Bushey wood that the regeneration would not allow certain trees to be planted along the pipeline, due to the depths of the roots	Appendix B of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-2.926	Essex Climate Focus Area (CFA). This could potentially impact the delivery of the CFA targets to increase natural and urban GI and the potential for the CFA will look to developments to contribute to these targets	Although not currently mandatory for NSIPs, National Grid has committed to delivering 10% Biodiversity Net Gain (BNG) with wider environmental and societal benefits for the Project. Full details of the BNG assessment, the onsite mitigation and offsite enhancement proposals are detailed within the Biodiversity Net Gain Report (document reference 7.1). Offsite BNG will be delivered through collaboration with expert partners or purchased from commercially registered providers. National Grid has been engaging in		X		

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		productive discussions with third parties regarding the provision of offsite BNG.				
9-2.927	ECC GI Team welcomes the proposed changes to positioning and location of pylons, overhead lines to minimise and avoid negative impact on conservation areas, landscapes, trees, ancient woodlands, hedgerows and open access land as set out in the Project Background Report and the 2024 Design Development Report. It is noted that some of the proposed pylons will move to align with field boundaries and the potential impact or loss of quality hedgerow will need to be considered and compensated where necessary. The planting for ecological and landscape screening around the EACN Substation and CSE Compound sites are welcomed, and further details are required. There are concerns given the height of the pylons that visual screening is not always effective	Detailed hedgerow condition surveys across the Project have been undertaken. A quantitative impact assessment has been undertaken within Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement and within the Biodiversity Net Gain (BNG) metric. The results of the BNG metric are presented within the BNG report (document reference 7.1). The BNG report outlines the onsite mitigation requirement in order to achieve the targeted 10 % BNG for hedgerows. Illustrative landscape plans have been developed for the Environmental Areas around the substations and Cable Sealing End (CSE) compounds. These are provided in Appendix D to the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). The concerns around screening are noted, and the assessment presented in Chapter 13: Landscape and Visual (document reference 6.13) considers the likely effects of the Project during construction at operational Year 1 and year 15 to account for the effect of vegetation maturing over time and the level of screening provided.		X		
9-2.928	ECCs GI team support an approach to landscaping that seeks to maximise opportunity for biodiversity enhancement, carbon capture and sequestration,	The locations for any off-site Biodiversity Net Gain (BNG) will require careful consideration and will follow National Grid BNG site selection criteria. Part of this		X		

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	drought resistance, air quality improvement, flood and water management and ease of maintenance and management	selection criteria looks at additional value that can be delivered alongside BNG, such as environmental and societal benefits. Indicative landscape proposals are set out in the Outline Landscape and Ecological Management Plan (document reference 7.4) and careful consideration has been given to ensuring that benefits are maximised where possible, and other environmental constraints are considered in the wider proposals.				
9-2.929	The Project Background (page 26) and PEIR Volume 1 (page 9 & 60, 18 & 69 of 593 para 1.5.1 and 4.3.2) states that the proposal is required to deliver the minimum 10% Biodiversity Net Gain (BNG). The Environment Act (2021) BNG requirement for NSIPs is to achieve at least 10% measurable net gain from November 2025, which is to be secured for at least 30 years. Therefore, it is welcomed that this proposal will look to deliver at least 10% BNG and would welcome more ambitious target. This legislation will need to be considered as part of the Legislation and National Policy stated within the 2024 Design Development Report. It is worth noting that the ECC Growth and Development Team (NSIP), Place Services (Ecology) and Essex Biodiversity Net Gain officer are exploring a project proposal to highlight the benefits to nature recovery in Essex of BNG being set at 20% rather than 10% for NSIPs. Discussions are underway in that the N2T NSIP project has been identified as a potential case study by way of	The Environment Act 2021 introduces a mandatory requirement for 10 % Biodiversity net gain (BNG) for development (subject to certain exemptions), however this requirement is not yet in force for development consented pursuant to a Development Consent Order (DCO). Current indications are that it will apply to DCO applications submitted from May 2026 however this is yet to be confirmed. National Grid has committed to deliver Net Gain of at least 10% for BNG on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as avoiding and minimising impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental and societal benefits. Off-site BNG will be delivered in strategic areas, and all options have been considered in the Biodiversity Net Gain Report of the Environmental Statement (ES) (document reference 7.1).		X		

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	example. The PEIR Volume 1 mentions in table 8.1 for Ecology and Biodiversity the discussion with stakeholders of the potential for offsite BNG initiatives. ECCs GI team expects this development site to deliver Biodiversity Net-Gain (BNG) in line with the Environment Act. The delivery of BNG is expected to take place on-site where possible, via the protection and retention of existing GI and provision of new features. However, it is recognised that this might not always be conceivable, and that off-site delivery to compensate for the loss of GI and habitats could provide additional benefits and be used to protect areas of land that are of local natural and wildlife value and provide good quality access connecting people to nature and encourage active and healthy lifestyle. This will need to be discussed and approved by the Local Planning Authorities					
9-2.930	INFORMATIVES: • Any GI features proposed for adoption by Essex County Council should be consulted on with the relevant Highways Development Management Office. • It is not within the scope of the GI team to comment on the overall viability of a scheme as the decision is based on a range of issues which are outside of this authority's area of expertise. • We will advise on the acceptability of green infrastructure and the information submitted on planning applications	National Grid notes the respondent's feedback.		X		

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	based on the key documents listed within this letter. However, any relevant information relating to green infrastructure submitted as part of any previous applications should be submitted with the updated information. • The GI consultation responses provide a high-level review of the proposals onsite. However, the relevant specialists e.g., ecology and landscape specialists should still be consulted on the information submitted. It should be noted that detailed discharge of condition applications should be referred to technical specialists rather than the GI planning team. • Mitigating and adapting to a changing climate is a national and Essex County Council priority. The Climate Change Act 2008 (amended in 2019) commits the UK to achieving net-zero by 2050. In Essex, the Essex Climate Action Commission proposed 160+ recommendations for climate action. Essex County Council is working with partners to achieve specific goals by 2030, including net zero carbon development. All those active in the development sector should have regard to these goals and applicants are invited to sign up to the Essex Developers' Group Climate Charter [2022] and to view the advice contained in the Essex Design Guide. Climate Action Advice guides for residents, businesses and schools are also available					
9-2.931	The ECAC Net Zero: Making Essex Carbon Neutral Report (July 2021) sets out a plan for Essex to tackle	Environmental Statement Appendix 4.1: Greenhouse Gas Assessment (document reference 6.4.A1), provides		X		

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	climate change and the key steps needed for Essex to reach net zero by 2050. Specifically, for energy, the document sets out a series of recommendations. The recommendation to embrace large-scale renewable energy installations, such as solar and wind farms, aligns with the projects ambition to connect the county to new offshore wind farms and other clean sources of energy in a way that benefits the local community and supports developments that offer community ownership, and improvements to biodiversity. The report highlights the realisation however that energy produced from renewable sources is often variable and it is inefficient to transmit energy over long distances, favouring local generation and storing. The impact of the proposed scheme on emissions within the county and potential impact on the target for Essex to be net zero by 2050 should be included in the assessment and the importance of reducing the impact of the proposed scheme to as close to 'net zero' as possible should be acknowledged. To reduce the impact of the proposed scheme, provision should be made for the reduction of greenhouse gas emissions, in both construction and operational phases, in order to minimise the development's carbon footprint and mitigate the effects of climate change. Only once all avenues of reduction have been explored should offsetting be utilised. Opportunities for the scheme to implement	an assessment of the impact of both construction and operation of the Project on Greenhouse Gases (GHG). In addition, Appendix H: Greenhouse Gas Reduction Strategy of the Outline Code of Construction Practice (document reference 7.2) provides the Greenhouse Gas Reduction Strategy which will be used to reduce GHG emissions. The GHG Reduction Strategy presents the overarching GHG management principles and requirements to reduce and manage GHG emissions related to the Project.				

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	the recommendations set out in the ECAC Report (2021) should be taken too					
9-2.932	The Environmental Statement should aim to consider the impact of the proposed scheme on climate (for example the nature and magnitude of greenhouse gas (GHG) emissions. To do this, the applicant should set out a methodology of assessment utilising key data sets such as BEIS Carbon Factors for reporting GHG emissions, the 'Cost Book', E-Hub database, Carbon Interface Tool (CIT) to create a carbon asset database for the project emission data reporting. Further sources should be drawn from such as the Inventory of Carbon and Energy database (Circular Ecology, 2019), plus Department for Environment, Food and Rural Affairs (Defra) emission factors (updated annually) and main equipment supplier data. At present, the applicant appears to intent to draw from the most basic data set available to estimate the associated CO2e for the project (PEIR; section 4.4.11). Due to the significance of the proposals, it must be iterated that the most detailed calculations available for the project carbon emissions should be presented as part of the Environmental Statement. In order to ensure a clarity in the CO2e implications of the project, it is necessary for the applicant to carry out a detailed calculation of emissions utilising the most thorough data collection methods, drawing from	Environmental Statement Appendix 4.1: Greenhouse Gas Assessment (document reference 6.4.A1), provides an assessment of the impact of both construction and operation of the Project on Greenhouse Gases (GHG). Emission factors used in the assessment are derived from the E-Hub database. The assessment provides the total GHG emissions for both construction and operational phases. The scope of this assessment is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and agreed in their Scoping Opinion (document reference 6.20) received in December 2022. The construction and operational CO2e numbers are not considered to have a material impact on the ability of the Government to meet its carbon reduction targets and therefore are considered not significant.		X		

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	direct supply chain EPD relevant data, transport and on-site emissions to calculate the upfront emissions caused by the development					
9-2.933	The scheme should be assessed in terms of its impact on climate and the effects of climate on the scheme itself during both construction and operation. All opportunities to extend the design life should be explored to avoid short term retrofit being required. Decommissioning has not been assessed, however design principles to ensure reuse of materials at end of life should be implemented where possible	Appendix 4.1: Greenhouse Gas Assessment (document reference 6.4.A1), provides an assessment of the impact of both construction and operation of the Project on Greenhouse Gases (GHG). In addition, Appendix H: Greenhouse Gas Reduction Strategy of the Outline Code of Construction Practice (document reference 7.2) provides the Greenhouse Gas Reduction Strategy which will be used to reduce GHG emissions. The GHG Reduction Strategy presents the overarching GHG management principles and requirements to reduce and manage GHG emissions related to the Project.		X		
9-2.934	The applicant should assess the potential likely significant effect of the schemes' carbon emissions against the national level legally binding targets on climate as set out in the Climate Change Act 2008. The applicant must carry out a similar assessment against locally set targets and existing local carbon emission data. For example, the target for the County to achieve net zero by 2050 as set out in the ECAC Report (July 2021) and re-stated in the ECC Climate Action Plan (Nov 2022). The Government's 2005 to 2021 UK local and regional greenhouse gas emissions – data tables (Excel) (updated 6 July 2023) advised that in 2021, Essex Countywide emissions equated to 6,619 kilo-tonnes of CO2. The	Appendix 4.1: Greenhouse Gas Assessment (document reference 6.4.A1), provides an assessment of the impact of both construction and operation of the Project on Greenhouse Gases (GHG). The scope of this assessment is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and agreed in their Scoping Opinion (document reference 6.20) received in December 2022. The assessment considers the change in GHG emissions against the relevant carbon budget as set out in the Climate Change Act 2008.		X		

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	proportion of emissions associated to development within the county should be appraised against this value (or a more up to date value at time of presentation of the Environmental Statement) in order to identify the project impacts level of significance in relation to the county's contribution to carbon emissions	The construction and operational CO2e numbers are not considered to have a material impact on the ability of the Government to meet its carbon reduction targets and therefore are not significant. It is not considered necessary to assess against a county target as the GHG emissions from the Project would not be included in the County reporting.				
9-2.935	ECC believes that the target of achieving net zero by 2050 on a County level in Essex is an important local aim and a key component of the legally binding UK net zero target for 2050. It is important to understand the impact of the scheme on the County net zero target. ECC therefore request that the impact of the scheme on the County target is assessed and reported	Appendix 4.1: Greenhouse Gas Assessment (document reference 6.4.A1), provides an assessment of the impact of both construction and operation of the Project on Greenhouse Gases (GHG). The assessment considers the change in GHG emissions against the relevant carbon budget as set out in the Climate Change Act 2008. The scope of this assessment is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and agreed in their Scoping Opinion (document reference 6.20) received in December 2022. The assessment concludes the impact on GHG will have no material impact on the government's ability to meet carbon reduction targets. It is not considered necessary to assess against a county target as the GHG emissions from the Project would not be included in the County reporting.		X		
9-2.936	PEIR Section 4.4.9 identifies the applicant's stance on issues relating to medium to long term climate	National Grid notes the respondent's feedback.		X		

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	effects in relation to GHG impacts associated with material use and construction activities. Whilst it is acknowledged that the project has a role to play in the national efforts for decarbonisation, at a local level, it cannot be underestimated how efforts to reduce emissions associated to material use and construction activities can impact on the county's contribution to global warming. All efforts should be made to present suitable low carbon options for the development to identify how decisions relating to materials and construction activities have been made in relation to their carbon impact					
9-2.937	The applicant intends to further reduce its carbon emissions, reduce its resource use, improve the natural environment and demonstrate leadership for change with firm targets, including delivering carbon neutral construction by 2025/26, achieving zero-waste to landfill across key areas of waste. A Materials and Waste Management Plan (MWMP) should outline comprehensive measures for reducing the use of raw materials through reuse and recycling. Whilst a Construction Environmental Management Plans (CEMP) should include details of the measures proposed to reduce effects from emissions, including identifying relevant methods of mitigation. The ambition of the applicant should direct attention to appreciate that for the UK target to be met, then every development that occurs in the	Appendix H: Greenhouse Gas Reduction Strategy of the Outline Code of Construction Practice (document reference 7.2) provides the Greenhouse Gas (GHG) Reduction Strategy which will be used to reduce GHG emissions. The GHG Reduction Strategy presents the overarching GHG management principles and requirements to reduce and manage GHG emissions related to the project. In addition, Appendix B: Outline Site Waste Management Plan (SWMP) of the Outline Code of Construction practice (CoCP) (document reference 7.2) sets out how the Project seeks to reduce the consumption of primary and raw materials and to encourage the use of secondary or recycled sources. It also sets out the waste hierarchy by reducing waste produced in the first place before considering		X		

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	country must be aiming to be as close to net zero as possible, and therefore radically reduce upfront and operational GHG emissions. The proposed scheme, which will be carbon intensive in its construction, needs to show a commitment and methodology to first reduce and lastly offset the carbon footprint of the development and aim for net zero. The reality is that for the UK to achieve net zero in practice, all sectors need to play their part and reduce emissions to as close to zero as possible for all emissions created through development	alternatives such as reuse, recycling and repurposing. The contractor will be responsible for implementing the measures outlined within the Outline SWMP (document reference 7.2).				
9-2.938	ECC would expect typical measures to be taken to demonstrate how to reduce and avoid GHG emissions on an infrastructure project of this scale. These enhancement measures relate to: - reducing or avoiding GHG emissions during construction stage by using electric or low carbon construction equipment, making use of telematics and start/stop technology, generating renewable energy on-site, using low energy solutions for onsite offices / site compound etc. - reducing or avoiding GHG emissions associated with the consumption of raw materials, including carbon intensive materials (e.g. concrete, steel, aluminium and cement). Setting ambitious reduction targets for embodied carbon against early assumptions and adopting low carbon solutions throughout. - further reducing the	Appendix H: Greenhouse Gas Reduction Strategy of the Outline Code of Construction Practice (CoCP) (document reference 7.2) will be used to reduce Greenhouse Gas (GHG) emissions. The GHG Reduction Strategy presents the overarching GHG management principles and requirements to reduce and manage GHG emissions related to the project. The measures outlined by ECC would be considered as part of the GHG reduction strategy,		X		

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	magnitude of GHG emissions associated with the use of materials and waste disposal, through for example, undertaking pre-demolition assessments which make recommendations for materials re-use, recycling and other recovery or final disposal. The applicant should aim to be leading the construction industry by example and striving to achieve and play their part in contributing to the national goal of achieving net zero by 2050. Therefore, ECC would urge the applicant to commit to these measures and seek to implement them in full. As a significant infrastructure provider, the applicant has a unique opportunity to share resources, knowledge and data nationally, in order to achieve best practice in respect of mitigating the effects of construction, operation and maintenance of energy network infrastructure					
9-2.939	For an ambitious County like Essex, we are passionately engaged with our legal requirement to reach net zero. There is a significant effort required to reach that target and as such it is important to be open and transparent in assessing progress towards climate targets, and that includes making assessments of schemes that might potentially show that climate targets are more difficult to reach. Such circumstances might trigger the need for greater action to be taken to try to minimise the climate impacts of a scheme and make it more acceptable,	The scope of the GHG assessment (document reference 7.2) has been agreed as part of the Scoping Opinion (document reference 6.19). The assessment concludes the impact on GHG will have no material impact on the government's ability to meet carbon reduction targets. It is not considered necessary to assess against a county target as the GHG emissions from the Project would not be included in the County reporting. The Outline Code of Construction Practice (CoCP) (document reference 7.2), Appendix H provides the		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	or at least be honest about the difficult decisions that must be made to achieve a balance between the costs and benefits of the scheme. As part of this, ECC considers it is important to recognise and assess the climate impacts of the scheme on the local County level climate target from the outset, with thorough analysis of the impacts caused through procurement	Greenhouse Gas Reduction Strategy which will be used to reduce GHG emissions. The GHG Reduction Strategy presents the overarching GHG management principles and requirements to reduce and manage GHG emissions related to the Project.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Financial Compensation						
9-2.940	Concern that the Project will devalue property / impact on property value (generally - no location given)	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.941	Request for adequate financial compensation for property value loss / Suggest that impacted individuals need to be compensated	Potential impact on property prices is not a material planning consideration for the purposes of a DCO application. Separate to this point, the Secretary of State has asked that the DCO application include an assessment of the likely significant environmental effects in the form of potential impacts on property prices. The ES contains an assessment on this. It concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project. Although not part of the Environmental Impact Assessment process it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met). All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.942	Request that National Grid purchase respondent's property / business	National Grid is not required to purchase any properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.			X	

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9-2.943	Criticism that the financial compensation offered by National Grid is not enough (e.g. the £6,000 offered to respondents is not enough to cover the impact to the values of the properties, the loss of income, rent for land, disruption as a result of the time for pylon construction, impact to the land changed via roads, additional security risks, and habitats to be recreated and established elsewhere; they do not reflect land values)	National Grid's Land Rights Strategy sets out compensation payments that will be made to landowners. The document and the payment schedules contained within, were reviewed, and updated in early 2024. A copy of this document is available on the Project website. Easement payments cover the rights to install, maintain and remove a piece of apparatus. Compensation for disturbance, damages and other losses during construction will be covered separately and dealt with on a case by case basis.	X		X	
9-2.944	Criticism that compensation for those negatively impacted by the Project could cause National Grid financial and reputational issues	National Grid will continue to follow legislation and guidance regarding compensation for those negatively impacted by the Project. National Grid's Land Rights Strategy sets out compensation payments that will be made to landowners. The document and the payment schedules contained within, were reviewed, and updated in early 2024. A copy of this document is available on the Project website.	X		X	
9-2.945	Request that National Grid should offer to purchase property where residents are impacted by the Project / Suggest that residents should be given the option of compulsory purchase	We try to avoid communities and properties as much as possible when routing projects, while considering other environmental impacts and technical considerations. Unfortunately, while we understand that our proposals cause concerns about visual impact and about property value, UK law does not include for compensation in cases of a loss of view or changes to a view. It is			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		understandable to have concerns about property values regarding new infrastructure proposals near your home, however studies show that properties adjacent to proposed infrastructure tend to recover quickly in terms of market value. Potential impact on property prices is not a material planning consideration for the purposes of a DCO application. Separate to this point, the Secretary of State has asked that the DCO application include an assessment of the likely significant environmental effects in the form of potential impacts on property prices. The ES contains an assessment on this. It concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project. Although not part of the Environmental Impact Assessment process it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met). If you have further questions or need additional details, please do not hesitate to contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314**.** Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				

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9-2.946	Suggest that residents impacted by the Project should be rehoused	There is no need for residents to be rehoused by National Grid due to the Project. Unfortunately, while we understand that our proposals cause concerns about visual impact and about property value, the UK law does not allow for compensation in cases of a loss of view or changes to a view. It is understandable to have concerns about property values regarding new infrastructure proposals near your home, however studies show that properties adjacent to proposed infrastructure tend to recover quickly in terms of market value. Potential impact on property prices is not a material planning consideration for the purposes of a DCO application. Separate to this point, the Secretary of State has asked that the DCO application include an assessment of the likely significant environmental effects in the form of potential impacts on property prices. The ES contains an assessment on this. It concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project. Although not part of the Environmental Impact Assessment process it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met).			X	

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9-2.947	National Grid must have a discretionary purchase scheme / Criticism that National Grid does not have a discretionary purchase scheme	National Grid does not currently have a discretionary purchase scheme available to the public. There is also currently no legislation in place that requires National Grid to have a scheme in place. If a homeowner has concerns regarding their property and the Project they should seek third party advice or get in contact with the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.		X	X	
9-2.948	Suggest that residents whose properties have been devalued by the Project should be automatically offered compensation, rather than only those who have a pylon on their land	There is currently no basis in legislation that requires National Grid to provide compensation to third party property owners that believe their property will be devalued by the installation of pylons. UK law also does not allow for compensation in cases of a loss of view or changes to a view.			X	
9-2.949	Criticism that National Grid has not delivered a statement on the devaluation of properties during the consultation	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively contact the project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-2.950	Criticism that there is not enough publicly available information on compensation for the Project (e.g. how and when landowners will receive compensation; not available or easy to find in the document library on National Grid's website; calculations estimating amount of compensation (list of factors provided by respondent))	Information on how landowners would be compensated can be found in the National Grid land rights strategy, which can be found on the Project website. The document, and the compensation payments within were reviewed and updated in early 2024. In June 2025 all landowners received a copy of the land right strategy in the post, alongside an invitation to engage with National Grid's lands team further. Alternatively, landowners can contact the Projects lands team to discuss their particular situation. Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.			X	

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		Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD				
9-2.951	Suggest that National Grid should fully compensate all affected residents, not just directly under the proposed line, but also within 500 m of the line	There is currently no legislative or policy requirement to provide financial payment to all affected residents within 500 m of the Project. However, the Government has announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. Such plans will be delivered outside the DCO process.			X	
9-2.952	Suggest that National Grid should not only provide compensation for the construction phase, but also for the noise and visual impact of the Project, and the long-term impacts due to Electric and Magnetic Fields (EMF) and visual impact on the countryside	Information on how landowners are compensated for pylons, overhead lines and underground cable can be found in the National Grid land rights strategy document which is available on the Project website. National Grid has recently reviewed and updated the Lands Rights Strategy (January 2024) taking into account current legislation, and the position other statutory undertakers' take on compensation. The visual impact of the Project has been assessed in ES Chapter 13 - Landscape and Visual (document reference 6.13). Significant residual effects on non-statutory designated landscapes, such as the open			X	

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		countryside does not justify financial compensation. The need for landscape compensation to address any residual effects was considered in the EIA against policy requirements including the Horlock and Holford Rules that are an explicit part of national policy as set out in National Policy Statement EN-5. Those rules work to ensure that visual impacts are mitigated as far as possible. It is usual on National Grid projects that noise effects can be managed to an acceptable level, and it is not usual for compensation measures to be required. However, where residual noise levels during construction remain significant after mitigation, then temporary rehousing during construction may be offered to affected residential properties and community buildings. The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. We ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project				

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		will be designed to ensure it is fully compliant with these policies and guidelines. Demonstration of the Projects compliances with these policies will be submitted as part of our DCO application.				
9-2.953	Suggest that National Grid should offer to purchase any privately held land and property within 500 m of pylons proposed by the Project for an agreed market rate plus additional compensation for distress and suffering	There is currently no legislation in place that requires National Grid to purchase land or property that is not required permanently as part of the Project. Where land is required either temporarily or permanently to facilitate the Project, landowners will be compensated in line with legislation and the compensation code.			X	
9-2.954	Financial compensation for the costs associated with moving horses and creating new facilities will need to be paid up front by National Grid	If a landowner has concerns of the need to relocate horses or any other animals, they should contact the Project's lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. The lands team will be able to discuss the possible impacts (construction and permanent infrastructure) and agree where any mitigation or compensation is needed.			X	
9-2.955	Concern that compensation will not be provided to landowners until construction of the Project is completed / Concern that National Grid will not agree and pay compensation in a timely manner	Information on how landowners are compensated for pylons, overhead lines and underground cable can be found in the National Grid's land rights strategy document which is available on the Project website.			X	

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		Landowners would be compensated in line with legislation and the compensation code. If there are any specific concerns about compensation National Grid would advise them to contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-2.956	Suggest that National Grid engage with local landowners, offering compensation on a sliding scale, based on the amount of land covered by the pylon route and the current and future use of the land (e.g. increased compensation for landowners who offer additional land for biodiversity enhancement Projects)	Information on how landowners are compensated for pylons, overhead lines and underground cable can be found in the National Grid's land rights strategy document which is available on the Project website. Where land is required an agreement will be sought with the affected landowner and compensation agreed in line with the Compensation Code.			X	
9-2.957	Criticism that the flat-rate for compensation per pylon and for pylon access in subsequent years is the same across the country irrespective of circumstances / Suggest that compensation for the Project should be assessed on a site basis rather than a flat fee to cover the following criteria, and suggest that values for these criteria should be presented on the Gov.UK website for similar infrastructure projects/development projects: - Value of land impacted;	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA) and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The data sources used to inform the baseline and assessment are set out in ES Chapter 13. This included Neighbourhood Plans. The LVIA is supported by GIS mapping in ES Figures 13.1 to 13.19 (document reference 6.13.F1 to 6.13.F19).			X	

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	- Disturbance payment; - Loss payment; - Severance and injurious affection of land; - The reduction in value of that land; - The execution of public works and the subsequent use of public works	Local landscape designations no longer form part of the Local Plans within the LVIA Study Area and are therefore not listed as a dataset or shown on ES Figures 13.1 to 13.19 (document reference 6.13.F1 to 6.13.F19). An assessment of effects on National Landscapes is provided in Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5). Nationally designated landscapes are shown on ES Figure 13.1 (document reference 6.13.F1).				
9-2.958	Criticism that the compensation provided by National Grid is not adequate or in line with other compensations offered by National Grid for other developments (e.g. £8,000 is offered for a single telegraph pole and transponder on someone's land but this extremely large pylon and the additional damage caused is limited to a £6,000 flat fee, and then landowners are required to submit claims for the further losses, requiring additional spending on the part of the landowner to fight for compensation)	Information on how landowners are compensated for pylons, overhead lines and underground cable can be found in the National Grid land rights strategy document which is available on the Project website. National Grid has recently reviewed and updated the Lands Rights Strategy (January 2024) taking into account current legislation, and the position other statutory undertakers' take on compensation.			X	
9-2.959	Suggest that National Grid should undertake relevant compulsory acquisition 'tests' as set out in the Planning Act 2008 and accompanying Compulsory Acquisition Guidance (in relation to compulsory purchase for the Project)	As part of National Grid's Development Consent Order (DCO) application submission we have ensured that the test for compulsory acquisition has been met. This is set out in the Statement of Reasons (document reference 4.1).			X	
9-2.960	Criticism that National Grid has no discretionary purchase scheme, and that they rely on a flat rate per pylon and for access irrespective of local	National Grid makes an easement payment per pylon for overhead line and per meter for underground cable. This payment is for the permanent rights to install, maintain			X	

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	conditions and that such rate has not increased since 2010	and remove the asset. There are separate areas of compensation that cover losses during construction and future maintenance. More information on how National Grid compensates landowners can be found in the Lands Right Strategy document that can be found on the Project website. National Grid's Land Rights Strategy and associated payments was reviewed and updated in early 2024.				
9-2.961	Suggest that those impacted by the Project should be compensated by removal of their electricity standing charges / Suggest that those impacted by the Project should be compensated by reduction of their electricity bills	The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be	X		X	

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		secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.962	Concern that there is no evidence that the compensation amount (easement payment of £8,000 per pylon offered on arable land) was agreed with the National Farmers Union, as National Grid claim	National Grid is not required to agree compensation with the National Farmers Union but did consult them at the start of 2024 when the National Grid Land Rights Strategy was reviewed and updated.			X	
9-2.963	Suggest that appropriate and robust mitigation and/or compensatory offsetting for residual impacts that cannot be fully mitigated., together with Request appropriate compensation and clarification as to what these compensation measures will be	Clarification on the mitigation hierarchy (which includes compensation) is provided within Chapter 5: EIA Approach and Method (document reference 6.5). The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) sets out the principal measures that are required to help avoid, minimise, mitigate and compensate (where relevant) for the potential ecological and landscape and visual effects of the Project during and post construction, as per the mitigation hierarchy		X		
Health, Safety and Wellbeing						
9-2.964	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design	X	X	X	

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		decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement				

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		(NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.				
9-2.965	Concern about health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the EMF compliance report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and look to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of	X	X	X	

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		industry, and National Grid has followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				
9-2.966	Concern that the Project poses a safety risk to aircraft (including balloons) / Concern that the Project will impact airfields (generally - no location given)	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1. Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including two helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory, statutory consultation and targeted consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little	X	X	X	

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		Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.967	Concern about construction and maintenance of the Project for health and safety of workers / operatives	Any form of construction has built in risk associated with different activities. All National Grid contractors undertake risk assessments and follow safe systems of work as per the specific Method Statement, regardless of technology type being constructed, which in turn will be independently reviewed and monitored by National Grid. This Risk Assessment and Method Statement (RAMS) will follow industry standard practice.			X	
9-2.968	Concern about risks associated with riding horses once the Project has been built	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various			X	

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		animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*." Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.				
9-2.969	Request for effects on mental health during operations to be included in scope	Mental health impacts arising from changes brought about by the Project during operation are included in the scope as set out in Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10).	X		X	
9-2.970	Request for information on the independent advisor for the Project on aviation safety, and request that the independent advisor provides explanation for the	National Grid has appointed an independent advisor, an established aviation consultancy with over 35 years experience in airport and general aviation airfield			X	

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	Project not being an issue for airfields in the area and provides details on the process to be followed in the event that an aeroplane does hit the overhead line	planning and operations, to undertake aviation impact assessments for the Project. The firm has provided expert advice for a broad range of clients including the UK Civil Aviation Authority (CAA), local authorities, major international and regional airports, general aviation airfields and developers. In consultation with airfield operators and other bodies including the Civil Aviation Authority's Airfield Advisory Team (CAA AAT), the advisor has developed a methodology to assess the potential impacts of the Project on airfields in close proximity. The approach enables consideration of obstacle clearance distances and limits as well as additional site-specific factors including flight patterns, operating procedures, aircraft performance, and topography. This bespoke and ongoing consultation and impact assessment process has, to date, resulted in adjustments to the Project design to minimise potential impacts, as well as the consideration of alternative mitigation measures, such as changes to aerodrome operational procedures, where reasonable and appropriate. Continued collaboration with operators and consultees seeks to agree the acceptability of proposed mitigations. National Grid considers this approach to be in accordance with its responsibilities as applicant as described within the Government's Overarching National Policy Statement for Energy (NPS EN-1). If an aircraft strikes a National Grid overhead line and there is a danger to life the first action is to maintain a				

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		safe distance from the incident and call the emergency services. National Grid should then be informed via the emergency number 0800 404 090 (Option 1). This number is found on the property plate of each pylon along with the pylon reference number which should also be stated. The National Grid control centre will take details and assess what actions are required to keep people safe, this will include maintaining a safe distance and warning others. They will then direct an overhead line engineer to site who will liaise with the emergency services. If there is no risk to life but the overhead line has sustained damage, then maintain a safe distance and call the National Grid Control centre via the 0800 number, this will trigger an immediate inspection. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.971	Concern about safety protocols and emergency response plans for the Project, and request for National Grid to explain measures in place regarding potential failures or accidents (particularly to protect local communities and the environment)	National Grid, and their contractors work to the requirements of UK Health and Safety law, including the Construction and Design Management Regulations, this ensures that construction works undertaken are planned and managed in a safe and responsible manner. National Grid and their contractors work to robust safety management plans, including Emergency Response Plans which would be adhered to in the case of an			X	

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		incident on one of our sites. These plans are regularly reviewed, and in the case of technical rescues, such as from a Mobile Elevated Working Platform (MEWP) demonstrated with involvement from the Emergency Services. The majority of the existing National Grid transmission network is constructed from overhead lines, these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. At this stage no known changes are required for a new overhead line project. Unforeseen events of sufficient severity to cause damage to infrastructure are very rare in the UK but do occur. Overhead lines could be subject to adverse weather conditions such as high wind speeds and lightning strikes, and also, due to disruption from an external factor such as sabotage. To reduce sabotage from the ground as far as practicable, National Grid install anti-climb measures such as barb-wiring. However, the possibility of interference remains as pylons are typically situated in isolated locations where constant surveillance is impractical. In the unlikely event an overhead line was to be damaged, a network wide monitoring system would detect the fault almost immediately and the circuit				

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		would be tripped, and the live current stopped. At the point of repairing any damage, overhead lines are comparatively easier and more cost-effective to repair and maintain than alternative transmission technology. We also undertake regular inspections of the overhead line using thermal imaging to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.				
9-2.972	Request for expert evidence of the health risks associated with the Project to be published	Health considerations are given a high priority in the process through which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When we design our overhead lines, substations and cables design criteria ensure they will not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application.			X	

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		National Grid takes this issue very seriously and look to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid has followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				
9-2.973	Concern that RAF and USAF bases are sited within East Anglia / Concern that the Project poses a safety risk to military aircraft undertaking low flying exercises	The Government's Overarching National Policy Statement for Energy (NPS) EN-1 recognises the potential for new energy infrastructure to affect defence interests and, more specifically, cause obstructions in Ministry of Defence (MoD) low flying areas but sets a requirement for a balance to be struck between defence and energy needs in these areas (paragraph 5.5.19 refers). There is ongoing consultation between National Grid and the MoD (prescribed consultees) and other defence stakeholders concerning the possible impact of the Project on military assets (including aerodromes) and operations, and the necessity for mitigation measures. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-economics, Recreation and Tourism			X	

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		(document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.974	Concern that the Project may result in self-harm due to negative impact on mental health / wellbeing	National Grid recognises that people may have concerns about the health effects of living close to an overhead line, and that the uncertainty while the proposals are developed may cause some stress and anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty through making timely design decisions and engaging with people throughout the development of the Project. We will continue to engage with people potentially affected by the Project through regular communication, which may include letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns.			X	
9-2.975	Concern that rise of earth potential (RoEP) or EPR under earth-fault conditions will cause a step and touch voltage hazard in proximity to towers / Request for National Grid to confirm whether the presence of livestock (particularly horses) been adequately considered in relation to this risk	Overhead lines are designed to technical specifications which ensure EPR complies with BS EN 50341 and BS EN 50522 ensuring these issues are managed effectively. Under standard operational arrangements, the risk from pylons to horses and cattle is low. If anyone had any particular concerns with regards to a pylon on their land please do not hesitate to contact the Project lands team to discuss:			X	

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		Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-2.976	Concern that overhead lines and pylons are a fire hazard (e.g. especially in dry conditions) / Concern about fire risk associate to substations (e.g. storage batteries)	The respondent's concerns about fires are noted, however based on the rigorous maintenance regime and embedded system protection mechanisms, National Grid considers the risk to be very low. National Grid has well established and standardised practices to undertake maintenance works as outlined above. By the implementation and adherence to such practices, cost and time efficiencies across the network have been identified and maximised where practicable. The typical lifespan of an overhead line and the underground cable elements of a project would be approximately 40 years, depending on use and location. Maintenance inspections of overhead line routes are typically undertaken on an annual basis by ground based operatives walking through the route identifying and recording any faults or defects. In addition a helicopter or small aircraft/drone equipped with a high definition camera is used to monitor their condition on an regular basis. Additionally, thermal images are taken, which capture high definition imagery of high resistance joints or			X	

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		defects on each pylon. To supplement the aerial photography and inspections, routine ground level walking inspections are also undertaken. The Cable Sealing End (CSE) compounds would contain equipment that can be accessed remotely to monitor the condition of the cabling.				
9-2.977	Concern that pylons attract lightning (e.g. posing a risk to the surrounding area during a thunderstorm)	400 kV overhead lines are designed to remain robust and operational in the worst weather conditions in the UK. Although overhead lines are more susceptible to disruption from lightning and high winds, they are also comparatively easy and cost-effective to repair and maintain compared to underground cables. It should also be noted that the majority of the existing National Grid network is made up of overhead lines, which have been demonstrated to be a reliable form of electricity transmission in the UK climate. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. At this stage no known changes are required for a new overhead line project. Unforeseen events of sufficient severity to cause damage to infrastructure are very rare in the UK but do occur. Overhead lines could be subject to adverse			X	

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		weather conditions such as high wind speeds and lightning strikes. In the unlikely event an overhead line was to be damaged, a network wide monitoring system would detect the fault almost immediately and the circuit would be tripped, and the live current stopped. At the point of repairing any damage, overhead lines are comparatively easier and more cost-effective to repair and maintain than alternative transmission technology. We also undertake regular inspections of the overhead line using thermal imaging to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.				
9-2.978	Concern that construction vehicles for the Project will cause traffic accidents (e.g. HGVs at harvest time)	As part of the pre-application process National Grid engaged with the relevant authorities, and their highways teams and National Highways to understand and gain information on their local road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (Document Reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The Outline CTMP (document reference 7.3) provides details about the proposed construction access strategy that has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors, using a combination of more suitable Local Road Network			X	

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		connections from the Strategic Road Network, and Temporary Haul Roads for access along the proposed alignment. The Outline CTMP (document reference) will highlight any restrictions to reduce impacts to other road users from construction traffic related to the Project. In addition, construction traffic drivers will be subject to a driving briefing before they undertake and vehicle movements. The briefing will set out how to behave, specific routes and any potential conflict points e.g. during harvest time. Furthermore where road width are below the suitable width to enable 2-way HGV or HGV and farm traffic we have proposed mitigation to the highways network such as, road widening, passing places, temporary speed reductions. As stated in the Outline Code of Construction Practice (document reference 7.2), the main works contractor(s) will prepare a Driver Information Pack prior to construction commencing covering a variety of topics and providing information on the requirements of working on the Project, to form part of the Outline CTMP (document reference 7.3). The contractor will continue to work closely with affected residences and farmers to review and monitor construction traffic and the use of the drivers briefing.				
9-2.979	Concern that the overhead lines and pylons are a fire hazard (including to crops and residences)	The overhead line will be designed and constructed to comply with all current Health and Safety standards, including earthwire shielding from lightning strikes and			X	

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		within ground resistance parameters to dissipate fault currents, therefore reducing the risk of fire. In addition the overhead line network is monitored and protected against persistent faults via telemetry at the connected electricity substations.				
9-2.980	Concern about the AC interference on buried pipeline systems from parallelisms with overhead powerlines, buried power cables or AC traction systems due to safety risk, and concern of AC corrosion risk	National Grid has carried out detailed Alternating Current (AC) Interference studies on impacted pipelines and provided results to affected pipeline operators to facilitate further discussion on impacts and agree mitigations. This study details impacts arising from AC Corrosion and Impressed Voltages. There is the potential, based on induced currents from the 400 kV overhead line, that AC mitigation measures may need to be installed to the ferrous pipelines crossed by or routed in parallel to the Project. The scope and extent of such mitigation measures would be dependent on the final design arrangements of the Project which would continue to evolve within the parameters of confirmed Limits of Deviation. Factors including crossing angle and clearance height, length of parallelism, site specific soil resistivity etc combine to define the requirement for mitigation. The mitigation itself is typically achieved by the installation, alongside the ferrous pipeline (in an area which is likely to have been previously disturbed during construction), of additional earthing which extends away from the crossing point. Consultation between National Grid and the relevant utility provider would confirm the requirement for			X	

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		installed mitigation, based on the final 400 kV design arrangements, which would be implemented by the relevant utility provider under their existing utility operation and maintenance provisions.				
9-2.981	Concerns about the AC interference from overhead powerlines and/or buries cable systems on buried pipelines relating to the touch and step potential risks to pipeline operator personnel, contractors working on behalf of BPA and the general public	National Grid has carried out detailed Alternating Current (AC) Interference studies on impacted pipelines and provided results to affected pipeline operators to facilitate further discussion on impacts and agree mitigations. This study details impacts arising from AC Corrosion and Impressed Voltages. There is the potential, based on induced currents from the 400 kV overhead line, that alternating current mitigation measures may need to be installed to the Canvey Island to Hemel Hempsted ferrous pipeline operated by British Pipeline Authority (BPA) at Bulphan. The scope and extent of such mitigation measures would be dependent on the final design arrangements of the Project which would continue to evolve within the parameters of confirmed Limits of Deviation. Factors including crossing angle and clearance height, length of parallelism, site specific soil resistivity etc combine to define the requirement for mitigation. The mitigation itself is typically achieved by the installation, alongside the ferrous pipeline (in an area which is likely to have been previously disturbed during construction), of additional earthing which extends away from the crossing point. Consultation between National Grid and the relevant utility provider will confirm the requirement			X	

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		for installed mitigation, based on the final 400 kV design arrangements, which would be implemented by the relevant utility provider under their existing utility operation and maintenance provisions.				
9-2.982	Request that earthing arrangements need to be confirmed by National Grid / Suggest that where earthing is installed, National Grid should undertake mathematical modelling to ensure that during a fault current event that the GPR at pylons does not transfer and AC voltage to the UKOP that exceeds safe limits	National Grid has carried out detailed Alternating Current (AC) Interference studies on impacted pipelines and provided results to affected pipeline operators to facilitate further discussion on impacts and agree mitigations. This study details impacts arising from AC Corrosion and Impressed Voltages. National Grid is aware of our obligations under the Pipeline Safety Regulations 1996 and we're working with our experts to assess ground potential rise effects (GPR) through system modelling. From these results and if required, potential mitigations will be developed in collaboration with the pipeline operators to ensure that safe voltage limits are maintained on their assets during network faults.			X	
9-2.983	Suggest that National Grid's CDM risk register includes the risks to buried utilities as a result of the new project and ensure it complies with current UK legislation (e.g. the Electricity at Work Regulations and ensure that its new project does not expose BPA personnel or the general public to extra safety risks that could result in harm)	National Grid can confirm that physical effects (e.g. strikes) as well as electrically-induced effects (e.g. induced voltages) and resulting potential risks to staff, third parties, and the public, are captured on our hazard register and in accordance with Construction Design Management (CDM) 2015, where they cannot be mitigated by design, would be transferred to the Contractor and the Operator through to the end of life of the asset, with alternative mitigation measures.			X	

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9-2.984	Suggest that the powerline should cross a pipeline at right angles and the level of parallelism between the pipeline and powerline should be limited. Powerlines within 1000 m of a pipeline can create long term AC interference on a pipeline	National Grid acknowledges this design best practice and where it has been possible, this has been applied. However, due to combinations of additional constraints to routing, perpendicular crossings are not always possible. Furthermore, due to the north to south alignment of the Project, parallelism with other north to south pipeline is unavoidable. We and our experts are modelling Alternating Current (AC) interference effects for all pipelines up to three kilometers either side of the alignment (six kilometers swathe). From these results, the scope and extent of potential mitigation measures would be dependent on the final design arrangements of the Project which would continue to evolve within the parameters of confirmed Limits of Deviation. Consultation between National Grid and the relevant utility provider will confirm the requirement for installed mitigation, based on the final 400 kV design arrangements, which would be implemented by the relevant utility provider under their existing utility operation and maintenance provisions.			X	
9-2.985	Concern that there is an AC corrosion risk on the UKOP due to the acute cable crossing	National Grid acknowledges that there is the potential, based on induced currents from the 400 kV overhead line and the amount of parallelism due to non-perpendicular crossings, that alternating current mitigation measures may need to be installed to the UK Onshore Pipeline Operators' Association (UKOP). The scope and extent of such mitigation measures will be dependent on the final design arrangements of the			X	

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		Project which will continue to evolve within the parameters of confirmed Limits of Deviation. Factors including crossing angle and clearance height, length of parallelism, site specific soil resistivity etc. combine to define the requirement for mitigation. Consultation between National Grid and the relevant utility provider will confirm the requirement for installed mitigation, based on the final 400 kV design arrangements, which would be implemented by the relevant utility provider under their existing utility operation and maintenance provisions.				
9-2.986	There will need to be liaison between National Grid and BPA on the Project and discussions on the risks to the BPA pipeline system and how they could be mitigated. BPA would incur additional costs in relation to the new power cable system construction and would need an agreement with National Grid to pay for the extra costs (e.g. soil resistivity surveys, external consultants, depth surveys, CP monitoring activities, land agent costs and project supervision costs)	All affected utilities would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis. British Pipeline Association (BPA's) claim for losses incurred will be agreed within a set of Protective Provisions currently being negotiated.			X	
9-2.987	NGET will need to consider the impact on buried utilities as part of its CDM Risk Register and demonstrate this to BPA	National Grid can confirm that physical effects (e.g. strikes) as well as electrically induced effects (e.g. induced voltages) and resulting potential risks to staff, third parties, and the public, are captured on our hazard register and in accordance with Construction Design Management (CDM) 2015, where they cannot be mitigated by design, alternative mitigation measures will			X	

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		be transferred to the Contractor and the Operator through to the end of life of the asset via the Health and Safety File.				
9-2.988	It will be important that sufficient time is allowed for all relevant studies to be conducted in relation to the impact of the Project on UKOP. BPA would assist National Grid in providing any information it requires to undertake its studies	National Grid welcomes British Pipeline Association's (BPA) collaboration and support to arrive at an acceptable conclusion. We believe that there is sufficient time to assess and potentially develop and install any required Alternating Current (AC) interference mitigation prior to our energisation in late 2030.			X	
9-2.989	Suggest that the Project is located in such a position that it will be as remote as possible from the BPA pipeline and that during a fault condition the ground potential rise will not create a hazardous touch potential on UKOP	We have managed to position our proposed pylons such that our computer modelling confirmed that the ground potential rise safety and coating damage limits specified in BS EN 50443 will not be exceeded under a line fault condition.			X	
9-2.990	The touch potential risk on the UKOP close to the Project will need to be determined by National Grid and the touch potential limit will be dependent upon the disconnection time for the powerline protective devices, which has not been advised at this stage. It is recommended that that the short-term touch potential limits shall be based upon the guidance in BS EN 50122-1 and not that given in BS EN 50443. BPA will require the touch potential on all sections of the pipeline to be determined and that the values shall not pose a safety risk to anyone who comes in contact with the pipeline	Touch voltages have been assessed by modelling for fault scenarios at a range of pylons along the route, and no touch voltages above the British Standard (BS) EN 50122-1 limits were found on the UK Oil Pipeline (UKOP). Once the final Project electrical design is confirmed, these values will be reassessed and shared with the asset owner for review. National Grid and British Pipeline Association (BPA) have engaged collaboratively to feed into the inputs and methodology to the Alternating Current (AC) Interference study including standards thresholds adhered to.			X	

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9-2.991	The cable crossing arrangement of the UKOP pipeline has not been shown in terms of a detailed drawing. It is believed that the cable crossing will be at an acute angle of approximately 30 degrees. This will need to be confirmed when detailed crossing drawings are available. To minimise levels of induced voltage on the UKOP the cable crossing should ideally be at right angles and an acute crossing of the BPA line with the cables should be avoided, if possible. The proposed cable crossing design for UKOP is not at right angles and it will be National Grid's responsibility to therefore confirm the proposed cable crossing arrangement does not pose a risk to the UKOP. The long-term AC interference levels that already exist on the pipeline in the vicinity of the cable crossing will need to be added to the values determined by any modelling studies	National Grid acknowledges that a perpendicular crossing is best practice and generally, where it has been possible, this has been applied. However, due to combinations of additional constraints to routing, perpendicular crossings are not always possible. Since our statutory consultation, we have revised the alignment to cross the pipeline at approximately 49°. We and our experts are modelling Alternating Current (AC) interference effects for all pipelines up to three km either side of the alignment (six km swathe). We do consider the baseline AC voltages in the pipeline. From these results, the scope and extent of potential mitigation measures will be dependent on the final design arrangements of the Project which will continue to evolve within the parameters of confirmed Limits of Deviation. Consultation between National Grid and the relevant utility provider will confirm the requirement for installed mitigation, based on the final 400 kV design arrangements, which will be implemented by the relevant utility provider under their existing utility operation and maintenance provisions.			X	
9-2.992	If the UKOP pipeline will be crossed by any temporary works access road a detailed assessment of the loads on the pipeline system will need to be carried out and calculations performed to ensure that the imposed loads are within safe limits and will not damage the pipeline. BPA would need to confirm the pipe depth at any proposed pipeline crossing	National Grid has since provided such crossing detail and proposed protections to British Pipeline Association (BPA) for agreement. National Grid notes our obligations under the Pipeline Safety Regulations 1996, and should the Project obtain consent, further details would be worked up by the Contractor at the construction stage through further			X	

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	location. The design of the crossing would need to be reviewed, the nature of the vehicles that will cross the pipeline established together with information on the axle loads. The relevant information is not available at present, and any temporary crossing design will be subject to approval	engagement. We expect that adherence will form part of our Contractor's standard ways of working. Wherever a temporary construction feature, e.g. a haul road crossing, might interface with a pipeline, protective provisions would be developed and agreed for discharge during construction.				
9-2.993	It would be important for National Grid to establish BPA safe working requirements for work within the vicinity of its pipeline system and to ensure that these are complied with. The precise nature of the construction activities will need to be advised by National Grid and certain activities (e.g. piling and blasting operations may be restricted within a set distance of the pipeline)	Further information can be found in Technical Guidance Note 287: Third-party guidance for working near National Grid Electricity Transmission equipment. Should the Project obtain consent, further details would be worked up by the Contractor at the construction stage through further engagement and to agree safe ways of working in the vicinity of British Pipeline Association's (BPA) assets. We expect that adherence will form part of our Contractor's standard ways of working.			X	
9-2.994	In relation to the UKOP, baseline CP and AC interference levels due to LFI on the pipeline system from the existing overhead power cables will need to be carried out. Then after energisation of the new National Grid power cables repeat studies would need to be actioned. CP test facilities in the vicinity of the pipeline will most likely need to be modified so that the AC interference levels pre and post energisation of the power cables can be determined and the risk to the pipeline fully evaluated. In the event AC interference above acceptable levels is identified either by the mathematical modelling or	The requirement for ongoing testing and monitoring in relation to Alternating Current (AC) Interference impacts is noted.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	field monitoring then a suitable AC interference mitigation system will need to be designed and monitored					
9-2.995	Request that National Grid advise on the initial projected load on the Project overhead lines, as well as any likely future increase in the powerline load for consideration in relation to the UKOP. National Grid would need to confirm to BPA that the levels of short term and long-term interference at both initial and projected future maximum loads are within permissible levels	Norwich to Tilbury cannot account for the impacts stemming from future and/or currently unknown transmission or distribution network projects. Such impacts would be required to be addressed and mitigated by these future projects. National Grid has worked with British Pipeline Association (BPA) to assess potential Alternating Current (AC) interference impacts and have provided these values within the shared AC interference study report. The study is based on the maximum capacity of the powerline which will be the worst-case scenario for AC interference.			X	
9-2.996	Suggest that the ground potential rise contours at each pylon location in the vicinity of the UKOP should be modelled to ensure that the pipeline is not exposed to voltage levels that exceed safe limits. In determining safe voltage levels, the voltage limits given in BS EN 50122-1 not those in BS EN 50443 shall be adopted, as the general public could be exposed to a touch potential risk. BS EN 50443 only advises safe voltage limits that apply to electrically instructed personnel and is not accepted by the UK pipeline operators as providing voltage limits	National Grid and British Pipeline Association (BPA) have engaged collaboratively to feed into the inputs and methodology to the Alternating Current (AC) Interference study including standards thresholds adhered to. Ground potential rise contours have been assessed for a range of pylons along the route. Both the pipeline voltage to earth and the maximum stress voltage on the pipeline coating during earth faults at pylons is significantly below the touch voltage limits in British Standard (BS) EN 50122-1. Once the final Project electrical design is confirmed, these values will be reassessed and shared with the asset owner for review.			X	

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	applicable to pipeline personnel and the general public					
9-2.997	BPA will most likely need to modify the UKOP's existing CP tests facilities in the vicinity of the power cable crossing for a distance of at least 1 km each side of the cable crossing. Indeed, BPA may need to install a new CP test facility close to the cable crossing where highest levels of AC interference are predicted	The potential for works to existing cathodic protection (CP) test facilities arising from Norwich to Tilbury is known. National Grid acknowledges this potentiality and are working with British Pipeline Association (BPA) to develop suitable solutions to the impacts of the Project. We understand that the existing cathodic protection and its monitoring may need to be modified.			X	
9-2.998	Details of the final design for cable crossing of the UKOP should be provided to BPA for its agreement	Upon completion of the detailed crossing design for the overhead line this can be provided to British Pipeline Association (BPA).			X	
9-2.999	Detailed surveys will need to be conducted on the UKOP to establish the existing levels of AC interference for overhead powerlines that already exist within the vicinity of the pipeline. The existing levels of AC interference will need to be included in any assessment of the AC interference from the new powerlines. The effect may not be cumulative as the AC interference is a vector quantity	The cumulative Alternating Current (AC) interference impact from existing and proposed infrastructure has been considered within the studies now provided to British Pipeline Association (BPA). National Grid is working with BPA to further develop and plan the required pre and post mitigation installation surveys.			X	
9-2.1000	National Grid would need to undertake mathematical modelling studies to determine the short- and long-term AC interference levels on the UKOP. These studies should not be undertaken by BPA as they invariably take time, can be delayed and require	National Grid has engaged specialist consultants who are modelling baseline and the Projects resulting AC interference on British Pipeline Association (BPA's) asset. From these results, the scope and extent of potential mitigation measures will be collaboratively			X	

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	information that only National Grid has access to. Modelling studies may not reflect the results experienced in practice and should therefore be undertaken by National Grid not BPA. NGET should request relevant information required off BPA in relation to the UKOP as detailed in UKOPA/GPG/027	developed, dependent on the final design arrangements of the Project which will continue to evolve within the parameters of confirmed Limits of Deviation. Consultation between National Grid and BPA will confirm the requirement for installed mitigation, based on the final Project design arrangements, which will be implemented by the relevant utility.				
9-2.1001	NGET will need to ensure that any AC interference on the UKOP as a result of the new power cable system does not exceed the safe limits detailed in BS EN ISO 18086. The effect of the new power cable system within 1000 m of the UKOP should be considered as part of any modelling studies	National Grid has engaged specialist consultants who are modelling AC interference effects for all pipelines up to three km either side of the alignment (six km swathe). From these results, the scope and extent of potential mitigation measures will be collaboratively developed, dependent on the final design arrangements of the Project which will continue to evolve within the parameters of confirmed Limits of Deviation, to ensure that safe limits are not exceeded. Consultation between National Grid and British Pipeline Association (BPA) would confirm the requirement for installed mitigation, based on the final Project design arrangements, which would be implemented by the relevant utility provider...			X	
9-2.1002	In relation to the UKOP, changes in the power cable operating scenario (e.g. single circuit operation or unbalanced load conditions) will need to be considered as part of any modelling study. Future projected powerline loads and changes in system fault current levels will also need to be included as part of any study	The Alternating Current (AC) Interference study carried out assumes the Norwich to Tilbury proposed infrastructure as operating at full load and so modelling peak impacts. Norwich to Tilbury cannot account for the impacts stemming from future and/or currently unknown transmission or distribution network projects. Such			X	

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		impacts would be required to be addressed and mitigated by these future projects. National Grid acknowledges the requirement to assess these scenarios and details have been shared with British Pipeline Association (BPA) within the AC interference study report. The study is based on the maximum capacity of the powerline with both circuits (balanced) and a single circuit (unbalanced) live, which will be the worst-case scenario for AC interference.				
9-2.1003	Concern that the Project will impact safety in the event that action is taken to abort an aerotow (list of factors influencing this provided by respondent) / Disagreement with National Grid's reasoning that there is a lack of documentary proof, as the respondent has faced these issues previously	In accordance with its responsibilities as an applicant as described within the Government's Overarching National Policy Statement (NPS EN-1) National Grid has appointed an independent aviation consultancy to develop a methodology to assess the potential impacts of the Project on aviation including airfields in close proximity. The assessment methodology enables risk-based site-specific assessment of a range of criteria, including but not limited to, lateral and vertical clearance margins, aircraft types, airfield operational activities and procedures (including those related to gliding), and the surrounding context. The approach is informed by Civil Aviation Authority (CAA) regulations and guidance as well as ongoing consultation with airfield owners and operators. Our aviation consultants have specifically considered potential impacts associated with aborted glider aerotows and assess them to be similar in practice to engine failure after take-off (EFATO) considerations. We			X	

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		are continuing to engage with aviation stakeholders, including the British Gliding Association (BGA), to discuss our assessment assumptions and findings. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-2.1004	Concern that National Grid has not undertaken mental health surveys of landowners / communities impacted by the Project (e.g. in relation to consideration of impact of the Project on mental health)	National Grid did not undertake mental health surveys as part of the Project. However, landowners, residents, and other community members were able to submit feedback regarding mental health concerns. National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty while the proposals are developed may cause some stress and anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty through making timely design decisions and engaging with people throughout the development of the Project. This has included through our public information events, webinars, and landowner meetings where people could ask questions and express any concern. We also had a dedicated phoneline and email address which remain open to the public. We will continue to engage with people potentially affected by Norwich to Tilbury through regular			X	

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		communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns.				
9-2.1005	Suggest that the Essex Design Guide should be used for the Project, in relation to supporting fire and rescue services (list of relevant sections provided by respondent)	Noting that the Project runs through Essex, Suffolk and Norfolk the Project will be designed to meet requirements from critical service providers such as Fire and Rescue across all three counties and not just cater for Essex design guide requirements.	X			
9-2.1006	In relation to supporting Fire and Rescue services, suggest the following measures for the Project: - Suggest that the Fire Safety Order and relevant building regulations, especially Approved Document B, should be followed for the Project. This includes the provision of any temporary offices and/or accommodation used for the duration of the Project by any contractor. With this, suggest that National Grid inform the appropriate Fire and Rescue service of any such provision being provided for the Project; - Suggest that National Grid implement Vision Zero principles for the Project where there are introductions of or changes to the road network, and suggest the consideration should be given to the provision of road safety measures, especially in proximity to places of significant footfall and assembly such as school, health centres, halls and shops; - Suggest appropriate planning and mitigations to	The temporary accommodation and any permanent buildings would need to be fully compliant with all applicable regulations and not limited to fire safety but all other requirements as well. Engagement with all emergency services not just fire and rescue will continue through the life of the Project as deemed appropriate by those authorities. All modifications would need to be deemed to be safe and as required would be subject to road safety audits. National Grid places safety at the heart of everything we do and not just in relation to the associated highway works. The highway assessment on the existing highway has been assessed in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). It is assumed the point regarding mitigation for injury or drowning around outdoor water sources relates to the workforce. All works would be subject to site and/ or task	X			

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	reduce risks, such as injury or drowning around outdoor water sources; - Suggest that consideration should be given to the likelihood of longer-term water level increases and the need to mitigate the risks of flooding and the potential impacts upon new developments; - Suggest that suitable principles in design are adopted to avoid deliberate fire setting; - Suggest that consideration should be given for road widths to be accessible whilst not impeding emergency service vehicle response through safe access routes for fire appliances including room to manoeuvre (such as turning circles); - Suggest that consideration should be given to access for Fire Service purposes in accordance with the Essex Act 1987 – Section 13, with new roads or surfaces compliant with [table provided by respondent] to withstand the standard 18 tonne fire appliances used by Essex County Fire and Rescue Service; - Suggest implementation of a transport strategy to minimise the impact of construction and prevent an increase in the number of road traffic collisions. Any development should not negatively impact on the Fire and Rescue Service's ability to respond to an incident in the local area; -Suggest a risk reduction strategy to cover the construction and completion phases of the Project; - Suggest implementation of a land management	specific risk assessments and method statements, these standard processes would be expected to cover things like risks from water courses and drowning. A Flood Risk Assessment (FRA) (document reference 7.9) has been completed and submitted as part of the ES. In order to minimise the risks of targeted and deliberate antisocial behaviour the sites would be maintained in a clean and tidy state as set out in the Code of Construction Practice (CoCP) (document reference 7.2) and security measures would be in place around the site. As stated above the emergency services will continue to be kept informed and liaison will remain ongoing. The Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) has been submitted and the impacts of the proposed development have been assessed in the Environmental Statement (ES). Industry standard processes around risk management would be followed, there are legislative requirements and guidance documents around the design principles and requirements for risk control hierarchy measures that would be applied in line with National Grid's design procedures. Access routes to the construction works have been assessed and determined by our highways consultant and have looked to utilise Primary Access Routes (PARs) which are existing highway routes deemed				

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	strategy to minimise the potential spread of fire either from or towards the development sites	suitable, possibly with minor modifications to facilitate vehicle volume movements along these routes. The aim of this approach is to keep heavy construction traffic to suitable roads to address the concerns raised in the feedback. National Grid will have soil management and land management plans in place for the Project and will work closely with landowners in agreeing any specific requirements reasonable to any particular site requiring special measures over and above good practice. We will continue to work with key statutory bodies in the development and delivery of this Project to ensure that concerns are understood and addressed ensuring health and safety is at the forefront of delivery.				
9-2.1007	Concern that overhead lines increase the risk for fire at thatched properties in the event of the line being severed due to lightning or damage	The majority of the existing National Grid transmission network is constructed from overhead lines, these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK.			X	
9-2.1008	Criticism that the impact the Project will have on health and wellbeing (including on the community of Roxwell) is an infringement on European and UK legislation and does not meet the stated strategy of National Grid's Environmental, Social and Governance (ESG) policy	The Environmental Impact Assessment (EIA) Infrastructure Planning Regulations 2017 include health considerations under the broad requirement to assess impacts on the environment, as outlined in Schedule 4, which requires the Environmental Statement (ES) to assess the potential significant effects of a project on	X			

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		human health and the population. This means that the health considerations are integrated into the EIA process, often in conjunction with other factors such as air quality, noise and vibration, water quality, traffic and transport and social and economic impacts. The ES will form part of the application for development consent made to the Planning Inspectorate and will be publicly available. National grid's Environmental, Social and governance (ESG) policy is drafted in line with both European and UK legislation. National Grid is legally and ethically required to align its operations with relevant regulations and standards. This ensures that its activities adhere to environmental protection laws, social accountability frameworks, and governance principles.				
9-2.1009	To ensure a high level of safety and reliability in operation, National Gas Transmission's assets are protected by a cathodic protection system. It is essential that buried steel pipework associated with the transmission and distribution of natural gas is designed, installed, commissioned and maintained to withstand the potentially harmful effects of corrosion and that the corrosion control systems employed are monitored to ensure continued effectiveness. Installations in the vicinity of National Gas Transmission's assets which may potentially interfere with the cathodic protection system must be assessed and approved by National Gas	Based on induced currents from the 400 kV overhead line, alternating current mitigation measures may need to be installed on the ferrous pipelines operated by National Gas Transmission across the Project. The scope and extent of such mitigation measures will depend on the Project's final design arrangements which will continue to evolve within the parameters of confirmed Limits of Deviation. Factors including crossing angle and clearance height, length of parallelism, site-specific soil resistivity, etc, combine to define the requirement for mitigation. The mitigation itself is typically achieved by the installation, alongside the ferrous pipeline (in an area likely to have been			X	

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	Transmission, and appropriate control measures must be put in place where required	previously disturbed during construction), of additional earthing that extends away from the crossing point. Consultation between National Grid and the relevant utility provider will confirm the requirement for installed mitigation, based on the final Project design arrangements, which will be implemented by the relevant utility provider under their existing utility operation and maintenance provisions.				
9-2.1010	Where National Grid intends to acquire land, extinguish rights, or interfere with any of National Gas Transmission's (NGT's) apparatus, NGT will require appropriate protection and further discussion on the impact to its apparatus and rights including adequate Protective Provisions. A Deed of Consent will also be required for any works proposed within the easement strip	National Grid has engaged with National Gas on this matter to inform a suite of documentation detailing interactions between Norwich to Tilbury and impacted National Gas assets.			X	
9-2.1011	The following key considerations need to be taken into account by National Grid in relation to National Gas Transmission's (NGT's) high pressure gas pipeline: - NGT has a Deed of Grant of Easement for each pipeline, which prevents the erection of permanent / temporary buildings, or structures, change to existing ground levels, storage of materials etc. - Written permission is required before any works commence within the NGT easement strip. Furthermore, a Deed of Consent will be required prior to commencement of works within NGT's	We note National Gas Transmission (NGT)'s Deed of Grant Easement. In some cases, we will need to build a haul road which alters the exiting ground level within the easement. For these and similar scenarios, we will agree and observe Protective Provisions with NGT. This is expected to form part of our Principal Contractor's standard ways of working. We do not expect that any of our works will result in a large population increase in any location close to gas pipelines.			X	

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	easement strip subject to approval by NGT's plant protection team. - Any large installations which may result in a large population increase in the vicinity of a high pressure gas pipeline must comply with the Health and Safety Executive (HSE)'s Land Use Planning methodology, and the HSE response should be submitted to National Gas Transmission for review - All works in the vicinity of NGT's asset shall be subject to review and approval from NGT's plant protection team in advance of commencement of works on site	We are engaged in ongoing consultation and with NGT.				
9-2.1012	National Grid need to ensure that National Gas Transmission's (NGT's) pipelines remain accessible during and after completion of the works	National Grid will ensure that National Gas Transmission (NGT)'s pipelines are always accessible and will work with NGT to coordinate Construction, Design and Management (CDM) working areas. If during construction a location is temporarily inaccessible, National Grid will liaise with NGT to restore access as soon as possible or provide alternative access.			X	
9-2.1013	National Gas Transmission's (NGT's) pipelines are normally buried to a depth cover of 1.1 metres, however, actual depth and position must be confirmed on site by trial hole investigation under the supervision of a NGT representative. Ground cover above NGT pipelines should not be reduced or increased.	National Grid notes this requirement, and should the Project obtain consent, further details would be worked up by the Contractor at the construction stage through further engagement. We expect that adherence will form part of our contractor's standard ways of working. Furthermore, where a temporary construction feature, e.g. a haul road crossing, might temporarily change the cover depth, we are in consultation with National Gas			X	

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		Transmission (NGT)'s plant protection team and will develop and agree protective provisions.				
9-2.1014	If any excavations are planned within 3 metres of National Gas Transmission (NGT's) High Pressure Pipeline or, within 10 metres of an Above Ground Installation (AGI), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must be established on site in the presence of a NGT representative. A safe working method agreed prior to any work taking place in order to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline	Such excavations are expected by our Project (in proximity to National Gas Transmission (NGT) easements) and National Grid notes this requirement. Should the Project obtain consent, further details would be worked up by the Contractor at the construction stage through further engagement. We expect that adherence will form part of our contractor's standard ways of working.			X	
9-2.1015	In relation to traffic crossings within vicinity of National Gas Transmission's (NGT's) high pressure gas pipelines, National Grid need to take the following into consideration: - Where existing roads cannot be used, construction traffic should only cross the pipeline at agreed locations. - Permanent road crossings will require a surface load calculation and will require a deed of consent. - The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. The third party shall review ground conditions, vehicle types and crossing frequencies to determine the type and construction of the raft required. - The type of raft shall be agreed with NGT prior to	National Grid is in consultation with National Gas Transmission (NGT) to manage and agree protective provisions for haul road crossings. No alterations to existing or any new permanent road crossings are anticipated. National Grid and our Contractors will develop and agree crossing protections with NGT as required by the protective provisions.			X	

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	installation. - No protective measures including the installation of concrete slab protection shall be installed over or near to the NGT pipeline without the prior permission of NGT. - NGT will need to agree the material, the dimensions and method of installation of the proposed protective measure. - The method of installation shall be confirmed through the submission of a formal written method statement from the contractor to NGT. - An NGT representative shall monitor any works within close proximity to the pipeline to comply with NGT specification T/SP/SSW22					
9-2.1016	In relation to New Asset Crossings within vicinity of National Gas Transmission's (NGT's) high pressure gas pipelines, National Grid need to take the following into consideration: - New assets (cables / pipelines etc) may cross the pipeline at perpendicular angle to the pipeline i.e. 90 degrees. - The separation distance for a cable >33kV is 1000 mm and pre- and post- energisation surveys may be required at NGT's discretion. A risk assessment / method statement will need to be provided to and accepted by NGT prior to the deed of consent being agreed. Where a new asset is to cross over the pipeline, a clearance distance of 0.6 metres between	National Grid understands that this feedback relates to underground cables crossing pipelines. We are not anticipating any underground cable crossings. We do however have several overhead line crossings which are not limited to 90º.			X	

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	the crown of the pipeline and underside of the service should be maintained. If this cannot be achieved the service shall cross below the pipeline with a clearance distance of 0.6 metres. - A new service should not be laid parallel within an easement strip. - Clearance must be at least 600 mm above or below the pipeline. - An NGT representative shall approve and supervise any cable crossing of a pipeline. - A Deed of Consent is required for any cable crossing the easement					
9-2.1017	Where the promoter intends to acquire land, extinguish rights, or interfere with any of National Gas Transmission (NGT's) apparatus, protective provisions will be required in a form acceptable to it to be included within the Development Consent Order (DCO). NGT requests to be consulted at the earliest stages to ensure that the most appropriate protective provisions are included within the DCO application to safeguard the integrity of NGT apparatus and to remove the requirement for objection	Provisions are included within the draft Development Consent Order (DCO) documentation, detailing interactions between Norwich to Tilbury and impacted National Gas assets.			X	
9-2.1018	Adequate access to National Gas Transmission (NGT's) pipelines must be maintained at all times during construction and post construction to ensure the safe operation of our network	National Grid will ensure that NGT's pipelines are always accessible and will work with National Gas Transmission (NGT) to coordinate Construction, Design and Management (CDM) working areas. If during			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		construction a location is temporarily inaccessible, National Grid will liaise with NGT to restore access as soon as possible or provide alternative access.				
9-2.1019	Health Impact Assessment: 1.1 The Project crosses through Tendring, Colchester, Braintree, Chelmsford, Brentwood, and Basildon where local planning authorities require a Health Impact Assessment (HIA) according to local guidelines. However, we note the PEIR follows IEMA guidance to ensure the health and wellbeing chapter aligns with HIA principles that consider the wider determinants of health and health inequalities The use of WHIASU vulnerable groups checklist combined with protected characteristics under the Equality Act 2010 to define vulnerable populations and the link to EIA technical topics within the health and wellbeing chapter is welcomed. However, we recommend the following enhancements: • The PEIR recognises that impacts on health will vary between different population groups. However, there is no clear distinction of impacts among varied groups within the health and wellbeing preliminary residual effect Table 10.3 (during construction) and Table 10.4 (during operation). This assessment is important for addressing inequalities within our communities. We strongly recommend that this is explored and presented within the ES and to consider	Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) presents the assessment of potential impacts of the Project in relation to health and wellbeing. As described in the Preliminary Environmental Information Report (PEIR), the assessment uses a combination of guidance including Institute of Environmental Management and Assessment (IEMA), Wales Health Impact Assessment Support Unit (WHIASU) and the Mental Health and Wellbeing Toolkit to identify and assess impacts on both the general population and vulnerable groups. Following statutory consultation, further engagement relating to the health and wellbeing topic was undertaken with health stakeholders, including the local authorities through which the route passes; discussion focused on aspects including the need for the health and wellbeing assessment to focus more on the wider determinants of health and health inequalities. These aspects have been incorporated into the assessment contained in ES Chapter 10 Health and Wellbeing (document reference 6.10). Baseline data has been collated in relation to both the general population and that which relates specifically to vulnerable groups (for example children, older people, or people with a pre-existing health condition). Baseline		X		

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	the following: o Identify potential inequalities in the distribution and nature impacts o Are particular groups or vulnerable groups more likely to be impacted than others and is this clearly described and explained? o What indicators within the current health baseline that are worse than England average/ local ward or LSOA levels?	data, including a series of health-related indicators, has been used to review local conditions in more detail, through a focus on information at ward, rather than local authority level. Data at ward level has also been compared against that for England as a whole. This has been used to inform the sensitivity to change of communities living in those wards which intersect with the Order Limits. The sensitivity of individual wards is presented in Table 10.10 of ES Chapter 10: Health and Wellbeing (document reference 6.10). For each health determinant, the Chapter contains a description of potential vulnerable groups that may be affected and the nature of the potential effect. The assessment of potential effects has drawn out whether there is a likely difference in nature of effect in relation to health and wellbeing between the general population and vulnerable groups.				
9-2.1020	Statement of Community Consultation/ Engaging with communities: 1.4 We note that NG recognises that people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We note that efforts have been sought to reduce potential effects on communities, residents through engaging with stakeholders and engaging communities about the proposals. We recommend the following:	Concerns about the potential health effects are often raised when new electricity infrastructure is proposed in an area and is something we take seriously. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits.		X		

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	• EN-5 highlights that research has not proven a causal link between EMFs and cancer or any other disease. However, it is noted that local communities may be concerned about the potential health effects associated with EMFs. We are unsure of how community anxiety has been identified and how responses have been provided to the community. Community engagement is important for addressing concerns and anxieties on EMFs • Further information is required to understand which other organisations where consulted such as the Mid and South Essex Integrated Care System to ensure the right expertise is engaged in the process. Also, to understand how the consultation has supported to steer, shape and maximise the benefits of the Project	These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. All the equipment which forms part of this Project, will be fully compliant with these polices, set to protect everyone, and is demonstrated in the EMF Compliance Report which forms part of the Development Consent Order (DCO) submission. Recognising that EMFs may be a concern, National Grid provide open and transparent information about EMFs on the website www.emfs.info, including what EMFs are, exposures from electricity infrastructure, research into health effects and the policies and guidelines in place to protect against EMF for members of the public to access. An EMF helpline is also available to answer and questions or concerns about the subject. EMF specialists were also at all public consultation events, to address any concerns. These measures are aimed at providing information on EMFs and the measures in place to protect to help reduce anxiety around the subject. National Grid will continue to provide information via its website and helpline throughout the project and once the project is operational. National Grid has also undertaken an assessment of the potential residual effects of the Project on Health and Wellbeing which is presented in ES Chapter 10: Health and Wellbeing (document reference 6.10). The assessment covers effects on mental health and wellbeing, including the perceptions of impacts from				

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		Electric and Magnetic Fields (EMFs) arising from the Project.				
9-2.1021	Policy context: 1.5 The report notes that regional and local policy specific to health and wellbeing will be reviewed and assessments undertaken in relation to compliance with this policy in the ES. For a more comprehensive assessment, we recommend the following: • The health policy context of the PIER needs to broaden out to consider not only the Essex Joint Health and Wellbeing Strategy, but also the localised Health and Wellbeing Strategies/Plans (in Chelmsford, Brentwood, Basildon, and Colchester Three Year Plan - A City fit for the future). To also consider both Integrated Care Board's Joint Forward Plans for Mid and South Essex Integrated Care System and Suffolk and North East Essex Integrated Care Board. • Whilst assessing regional and local policies, the report would benefit further from scoping in opportunities to achieve benefits from the scheme for reducing health inequalities and consider how Project can contribute to improving local health outcomes identified in the above strategies	Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) has reviewed and considered the Health and Wellbeing Strategies and Joint Strategic Needs Assessments for all the local authorities along the route. The health challenges and priorities identified in each of these policy documents have been drawn out and have helped to inform the assessment of potential impacts on health and wellbeing.		X		
Heritage						
9-2.1022	Concern about archaeological impacts (generally - no location given)	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during				

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		Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).				
9-2.1023	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site (generally - no location given)	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on	X	X	X	

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		aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-2.1024	Criticism that National Grids team of heritage photographers arrived to respondents' property with less than 24 hours' notice when respondent was unavailable / Request for clarity on whether National Grid will be relying on the photographs taken during this visit	When arranging access for heritage surveys National Grid's team abide by the access instructions provided by the Land's team with respect to periods of notice to land/property owners. Access was agreed with the owner for this visit and the photos taken have been used to inform the impact assessment in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11).			X	
9-2.1025	In some cases within the Preliminary Environmental Information Report (PEIR), National Grid note that outbuildings to listed buildings as being non designated heritage assets. Where outbuildings / farm buildings meet the tests to be curtilage buildings, they should be referred to as so, as this acknowledges a higher level of significance and protection, than being non designated. (in the context of the heritage assessment as part of Volume III of the Technical Appendices of the PEIR)	In no cases is there potential for a physical impact to any of these buildings and the assessment considers the group value with the listed building in relation to their setting and how this may be affected by the Project. Further details are provided for in ES Chapter 11: Historic Environment (document reference 6.11).		X		
9-2.1026	Request the presence of an archaeologist during ground excavations (including within Roxwell Parish)	The Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) written to support the Development Consent Order (DCO) application, sets out the process, guiding principles and methods for the planning and implementation of additional archaeological mitigation	X			

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		works associated with the construction of the Project. The methodology for each technique is explained in the section 5.3, such as the monitoring during the construction phase.				
9-2.1027	Suggest that the following (in relation to archaeology and heritage) should be included in the Environmental Impact Assessment (EIA) for the Project: - Desk-based assessment (DBA), which is inclusive of the information provided within the Historic Environment Baseline Report and draws on landscape, soil type, historic landscape character and topography to provide critical assessment of the archaeological potential for the areas impacted by the project for both known sites and potential to encounter as yet unknown archaeology. The DBA should draw on the County Historic Environment Record's (HER) supporting archives and should include a historic map regression (including tithe and estate maps), a study of aerial photography (including historical imagery) and any other multi-spectral data, an assessment of LIDAR data and information on historic hedgerows and protected lanes. Datasets held by the County Records office and other archive sources should also be consulted where features merit more detailed research; - Surveys and assessments (list provided by respondent); - All sites which will be impacted on by any element	The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and local development plan policies where applicable. The list of sources is available in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. The methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-designated heritage assets, including effects from physical change and change to setting. The current iteration of the Appendix 11.1: Historic Environment Baseline Report (document reference		X		

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	of the works should be subject to a full programme of trenched archaeological evaluation, at EIA stage. This will inform design, project programming and risk management, avoiding unexpected costs and delays post-consent that would arise from a poor understanding of the impact on below ground archaeological remains. It will also inform timescales and reveal any implications for other EIA topic areas. Overall, suggest that trial trenches equivalent to 5% by area survey of the area of ground impacts, although would consider the results of non-intrusive survey to finalise advice on the scope and timing of trial trenching, where appropriate. There may be different assessment requirements for overhead lines and undergrounding. Large areas, fixed elements, river crossings and other hotspots and pinch points are all of high priority. Sites considered to be of local importance would also require mitigation; - Proposals for mitigation. Detailed evaluation may enhance our understanding of known heritage assets or reveal as-yet-unknown sites of local, regional and national significance. Mitigation may include avoidance, preservation in situ (including archaeological management plans, and subject to periodic monitoring throughout the lifetime of the Project to ensure preservation in situ is being maintained), or excavation, recording and publication of the results to allow for the enhancement of public	6.11.A1) and Appendix 11.2: Historic Environment Assessment (document reference 6.11.A2) tables comply with the agreed methodology and include an up-to-date assessment of the Project and fully assesses all scoped in designated and non-designated heritage assets. A programme of archaeological fieldwork (geophysical survey and trial trenching) has begun in support of the Environmental Impact Assessment (EIA). The methodology and scope of the fieldwork were discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. The methodology and scope of the fieldwork has been set out in an overarching Project-wide Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) and then again at a site specific level in several Site Specific WSIs. All WSIs include data management plans. Areas where the Project will impact below ground archaeological remains such as underground cabling, compounds etc. have been deemed priority areas for geophysical survey and archaeological trial trenching. Other areas deemed to be a priority area include, but not limited to, where known heritage assets of high or medium heritage value, construction and highways laydown areas etc. The fieldwork is ongoing and up to date reports will be submitted in support of the EIA.				

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	understanding of heritage assets to be impacted by development. - Open area excavation will likely form the most appropriate methods for mitigation, so suggest that the EIA demonstrates clearly that archaeological work has been factored into project programmes, with sufficient time allowed to enable fieldwork to be completed and avoid delays to the project timetable. - Consideration of interactions with other topic areas - suggest cross linking in the EIA between archaeology and other subject areas (e.g. Construction Management Plans, Hydrology, Ecology, Soil and Dust Management); - Proposal for outreach, potentially linking up with other projects in the area; - Archiving, A project of this size will generate a considerable amount of digital information, early engagement with an appropriate digital archive repository is strongly advised to ensure that costs for the archiving of digital data can be factored into the project. Early engagement with each of the county archaeological archive stores is advised to secure deposition of the physical archives and to ensure costs can be factored into the project. Detailed proposals for archiving should be set out in the Outline Written Scheme of Investigation (OWSI) for deposition of the digital and physical archives. Suggest that the physical archive will be deposited in its entirety and therefore agreements with					

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	landowners should be sought at an early stage to achieve this					
9-2.1028	Criticism of the methodology used by National Grid to assess impact of the Project on heritage, including the following: - Criticism that National Grid has scoped out heritage assets from assessment using distance and designation grade (e.g. National Grid has not considered how setting contribute to the significance of identified heritage assets as required by national and local legislation); - Criticism that the assessment of the heritage resources was not robust; - Criticism that National Grid has not addressed methodological concerns raised by consultees during scoping (such as Historic England); - Criticism that National Grid has not identified how setting(s) contributes to the significance of identified heritage assets in the way and degree required by National and Local legislation	The approach to scoping heritage assets in or out of the assessment was developed in line with relevant national policy and guidance, including the NPPF and Historic England's guidance on setting. This methodology was presented, discussed, and agreed with key stakeholders — including Historic England and relevant local authorities — during the formal Scoping stage and through subsequent Thematic Group meetings. It takes into account not only the designation and proximity of assets to the Order Limits, but also a professional judgement on whether their setting may meaningfully contribute to their significance and be affected by the proposed development. On this basis, the methodology used to determine which heritage assets were taken forward for detailed assessment and which were reasonably scoped out is considered robust and proportionate.			X	
9-2.1029	Suggest that an archaeological consultant and an archaeological clerk of works are appointed to the Project at an early stage (e.g. to ensure the smooth delivery of the archaeological requirements for the Project alongside other elements)	Arcadis has been appointed by the client to support the Project as archaeological consultant and is actively engaged in weekly meetings with the Local Planning Authority to monitor the ongoing archaeological evaluation and ensure effective coordination of archaeological requirements alongside other project elements. An Archaeological Clerk of Works (ACoW)		X		

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		would be appointed post-consent for that phase of fieldwork as set out in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).				
9-2.1030	Suggest the use of Outline Written Schemes of Investigation (WSIs) for the Project (e.g. to set out the high-level parameters for a framework for the archaeological work on the scheme as a whole and inform the development of Site-Specific WSI's which will detail the site-specific methodologies for archaeological evaluation and mitigation), to be informed by the Historic Environment Baseline Report	An Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (reference document 7.5) for the Project has been written to support the Development Consent Order (DCO) application.		X		
9-2.1031	Concern that, when looking at groups of artefacts (withing the Historic Baseline Report for the Project), the heritage asset value is determined based on the individual artefact and the group value is not always considered and that this subtracts from the significance of the heritage asset, and suggest that, when groups of artefacts are discussed, the heritage asset value should be provided for the group asset not the individual artefact	The value of heritage assets has been assessed in accordance with established guidance and best practice, including *Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment* (Historic England, 2008) and DMRB LA 106 (National Highways, 2020), and has been informed by professional judgement. Where appropriate, the assessment has considered not only the individual significance of artefacts but also their collective value as part of a broader group or assemblage. The wider context of artefact distributions, concentrations, and potential interrelationships has been taken into account in determining heritage value. This approach ensures that the significance of a group of finds is not underestimated and that appropriate value is assigned		X		

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		based on both individual merit and group context. The methodology applied is proportionate, robust, and reflects both national guidance and stakeholder input.				
9-2.1032	Suggest that, when discussing designated heritage assets within the Historic Baseline Report for the Project, the asset value should include any archaeology which could be associated with the designated heritage asset	The value of designated heritage assets discussed within Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) has been assessed in line with national guidance and best practice, including Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment (Historic England, 2008) and DMRB LA 106 (National Highways, 2020), and is supported by professional judgement. Where appropriate, the assessment considers not only the architectural or historic value of a designated heritage asset, but also the potential contribution of associated below-ground archaeological remains to its overall significance. This approach ensures a holistic understanding of significance, in line with Historic England's *Statements of Heritage Significance* and *Good Practice Advice Note 2* (2022). The methodology and its application have been discussed and agreed with relevant stakeholders during scoping and through subsequent thematic working group meetings.		X		
9-2.1033	Suggest that non-designated heritage assets (NDHA) which are upstanding archaeology/buildings and not underground should be separated from NDHAs which are being evaluated for their archaeological value (e.g as they are separated in	The methodology used to identify and assess non-designated heritage assets, whether archaeological remains or historic buildings, has been developed in accordance with established good practice, including the National Planning Policy Framework (NPPF), Historic		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	the technical summary), and suggest that an appendix map showing which NDHA are historic buildings alongside designated heritage assets should be provided rather than identifying them together with the archaeological assets (e.g. as there is a difference in how they will be assessed in terms of impact). It should be much clearer on the plans which assets are being evaluated in terms of visual impact on setting rather than archaeological impact	England's Good Practice Advice Notes, and DMRB LA 104/LA 106. This approach was discussed and agreed with relevant stakeholders, including Historic England and local planning authorities, during the scoping process and subsequent thematic working group meetings. While NDHAs are presented together in the Historic Environment Baseline Report to provide a comprehensive overview, their distinct characteristics, whether upstanding structures or buried archaeological remains, have been taken into account during assessment, with consideration given to their specific heritage values and sensitivities. Assets considered to have a setting component have been assessed accordingly, with visual impact evaluated in line with Historic England's GPA3: The Setting of Heritage Assets (2017). The presentation of data, including mapping outputs, has been designed to support transparency and clarity				
9-2.1034	Suggest the level of identified harm to the significance of each designated heritage asset should be expressed in accordance with National Policy Statement for Energy (EN-1)	Environmental Statement (ES) Appendix 11.7: Assessment of Harm to Designated Heritage Assets has been produced to support Chapter 11: Historic Environment (document reference 6.11) of the Environment Statement (ES) for the Project. It sets out the results of the assessment conducted as part of the Environmental Impact Assessment (EIA), outlining the effects on designated heritage assets in terms of harm.		X		

9-2.1035	Concern that the Project will reduce investment in conserving heritage buildings (e.g. due to impact on property values and subsequently the necessary costs homeowners are willing to invest in property in the area)	Responsibility for costs associated with meeting duties as a result of heritage listing rest with the owner of the property and we do not consider that is inherently changed by the Project.			X	
9-2.1036	Suggest that National Grid should consider the survey of heritage assets compiled by residents (e.g. detailing over 100 heritage assets)	The methodology and approach used for identifying and assessing heritage assets have been developed in accordance with established best practice and national guidance, including the National Planning Policy Framework (NPPF) and relevant guidance from Historic England. This methodology was discussed and agreed with stakeholders during the EIA scoping process and through subsequent thematic working group meetings. The assessment has appropriately considered all known heritage assets, drawing on a range of reliable sources including the relevant Historic Environment Records (HERs), desk-based research, site visits, and stakeholder engagement. Where additional heritage information has been made available by residents or local interest groups, this has been reviewed and considered as part of the assessment process where relevant and verifiable.			X	
9-2.1037	Criticism of the methodology used by National Grid to assess the impact of the Project on archaeology (e.g. as set out in the Preliminary Environmental Information Report (PEIR)), including the following: - Concern that the likely worst-case scenario regarding impact of the Project on archaeology has not been considered; - Criticism that the impact of the Project on the setting of archaeological assets has not been considered; - Concern that the study area (Paragraph 11.5.3 of the PEIR) was presented at 250 m for non-designated heritage assets, including various archaeological remains. Whilst this may be	The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and local development plan policies where applicable. The list of sources is available in Chapter 11: Historic Environment (document reference 6.11). The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at			X	

	considered suitable for various non-designated archaeological sites, the study area is not suitable in those instances where archaeological remains may extend from a known site and into the 250 m study area, or where the setting of archaeological sites are a consideration (e.g. archaeological assets outside this 250 m area were scoped out by the use of this study area and not have been appropriately considered for both physical effects and setting effects); - Concern that the walkover survey (Paragraph 11.5.9 of the PEIR) completed to support assessment scoped out any fields that did not meet their stated criteria included scoping out fields where no archaeological assets are currently known and missed an opportunity to potentially identify archaeological earthworks that may be present; - Concern that the Setting Survey (Paragraph 11.1.5.16 of the PEIR) makes no mention of the setting of archaeological remains, and only mentions the setting of historic buildings as being considered. Reviewing the baseline assessment at Appendix 11.1, there is mention of the setting of archaeological Scheduled Monuments, however a full setting assessment has not been completed for each monument in line with Historic England guidance. Any stated conclusions as to the setting of these monuments and potential impacts within that setting cannot therefore be relied on; - Concern that the presentation of baseline archaeological assets in tabular form in the PEIR downplays the potential for currently unknown archaeological sites by focusing on known archaeological findspots or sites (e.g. appears to assume that no unknown archaeological assets will be discovered during the Project); - Concern that the baseline report at Appendix 11.1 does not appropriately assess the significance of	subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. The methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-designated heritage assets, including effects from physical change and through change to setting. The current iteration of Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) includes an up-to-date assessment of the Project and fully assesses all scoped in designated and non-designated heritage assets.				

	known archaeological assets, only asserting for each asset whether it has a low to high “value”; - Concern that potential setting effects on non-designated archaeological at the operational phase have not been considered; - Concern that cumulative impact on archaeological assets has not been considered; - Concern that interrelationships between archaeological assets and monuments have not been considered; - Concern that the concluded significance of effect is in many cases downplayed and reduced as far as possible; - Concern that there is no mention of the historic landscape in the consideration of either Construction Phase Effects or Operational Phase Effects to the historic landscape (e.g. historic landscape characterisation data, and historic landscape features such as parish boundaries, county boundaries, and historic field and ownership boundaries, historic areas of woodland, and also the hedgerow regulations which protect hedgerows for a number of reasons including where these are considered of historic or archaeological significance should be considered)					
9-2.1038	Concern that National Grid archaeology advisor (at the Langham public information event on 16 May 24) had no knowledge of any community submissions (such as that provided by respondent at previous consultation) about archaeology and advised that community submissions are not part of the process / Criticism that feedback to the consultation on risks to known (and unknown) archaeological sites, their settings, and the landscape in which they are located have not been considered	National Grid notes the respondent’s feedback, all feedback including surveys and community submissions has been read and considered. Surveys provided within feedback are considered by our specialists and where applicable have informed the design process alongside other relevant published information. We have completed our own surveys including archaeological surveys in accordance with the scope and methods agreed with the Planning Inspectorate which have informed our Environmental Impact Assessment (EIA).			X	

9-2.1039	Suggest that a full setting assessment should be undertaken to inform the potential impacts to each Scheduled Monument, as well as in the case of any non-designated archaeological assets, in particular those high significance assets that should be treated akin to a Scheduled Monument	An assessment of potential impacts of the Project on designated and non-designated heritage assets, including as a result of change to setting that affects an asset's value, has been undertaken and is reported in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and its appendices (document reference 6.11.A1 to 6.11.A7). The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. The methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-designated heritage assets, including effects from physical change and through change to setting. The current iteration of Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) includes an up-to-date assessment of the Project and fully assesses all scoped in SMs and all scoped in non-designated assets of medium and high value.			X	
9-2.1040	Criticism that the scoping method within the PEIR excludes designated and non-designated heritage assets from any further assessment based on a computer-generated algorithm using quantitative data only, in direct contravention of Planning Inspectorate advice, and contrary to National and Local policy and guidance	The methodology for scoping in or out heritage assets for assessment was developed in accordance with established best practice and relevant guidance, including Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (2017). This approach was discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings. We are confident that this robust and proportionate methodology has ensured that all assets with the potential to be meaningfully affected by the Project have been appropriately considered.			X	
9-2.1041	Criticism that the widespread scoping out of assets from further assessment on the basis that their	The methodology for scoping in or out heritage assets for further assessment has been developed in			X	

	settings do not extend to the Draft Order Limits is flawed	accordance with established good practice and is informed by relevant guidance, including Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (Second Edition, 2017). This approach considers whether the setting of a heritage asset contributes to its significance and whether that setting may be affected by the Project. The application of this methodology was discussed and agreed with key statutory stakeholders, including Historic England and relevant local planning authorities, during the scoping process and subsequent thematic working group meetings. Assets were scoped out of further assessment only where it was determined, based on professional judgement and available evidence, that their settings do not contribute to or are not susceptible to change as a result of the Project. We are therefore confident that the approach is robust, proportionate, and in line with both policy and best practice. All decisions to scope out assets are clearly documented and justified within Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11), supported by Appendix 11.2: Historic Environment Assessment Tables of the ES (document reference 6.11.A2).				
9-2.1042	Whilst National Grid states that a proper assessment of the impact of the Project will be undertaken in the Environmental Statement (ES) next year, this will only apply to a tiny number of heritage assets that are being taken forward with the result that the majority of the historic environment surrounding the line in Essex, Suffolk and Norfolk will not have properly been assessed in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990 and section 16 of the NPPF (2023)	The methodology and approach used for the assessment of the historic environment have been developed in line with established good practice and are informed by relevant legislation and policy, including the Planning (Listed Buildings and Conservation Areas) Act 1990, Section 16 of the National Planning Policy Framework (NPPF, 2023), and guidance such as Historic England's Good Practice Advice Notes, particularly GPA3: The Setting of Heritage Assets (2017). The approach to identifying and assessing heritage assets has been discussed and agreed with key stakeholders, including Historic England and the			X	

		relevant local planning authorities, through the scoping process and thematic working group meetings. The process of scoping heritage assets in or out of the assessment was undertaken using professional judgement, taking into account the contribution of setting to the significance of each asset and the potential for the Project to alter that setting. The Environmental Statement (ES) (document reference 6.11) presents a comprehensive assessment of potential impacts on the historic environment, including both designated and non-designated heritage assets. This assessment is supported by baseline research, site visits, geophysical survey data, and archaeological trial trenching where available. The methodology and conclusions are further detailed in supporting appendices, including Appendix 11.2: Historic Environment Assessment Tables of the ES (document reference 6.11.A2). We are confident that the approach provides a proportionate and robust assessment of the potential effects of the Project on the historic environment in Essex, Suffolk, and Norfolk, in line with national policy and statutory requirements.				
9-2.1043	Criticism that an assessment of the impact to the setting of built heritage non-designated assets (NDHAs) has not been adequately undertaken / Criticism that an assessment of the preliminary operational effects upon NDHAs within 250 m buffer zone has not been included in the PEIR, and as a consequence, only 175 NDHAs will be taken forward to the Environmental Statement (ES) based upon the direct impact of the Project at construction stage	The assessment of the potential impacts on the setting of non-designated heritage assets (NDHAs), including built heritage, has been undertaken in line with established guidance and best practice. The methodology used follows the principles set out in Historic England's *Good Practice Advice Note 3: The Setting of Heritage Assets* (Second Edition, 2017), with appropriate consideration given to the contribution of setting to the significance of each asset. This approach was discussed and agreed with relevant stakeholders during the scoping phase and subsequent thematic working group meetings			X	

9-2.1044	Criticism that the production of the assessment tables within the PEIR failed to cross reference the significant and settings assessments undertaken in The Historic Environmental Baseline Report (HEBR), with the result that the wrong data was used in the matrix calculation, leading to inaccurate results and polar opposite conclusions (e.g., the line is described as being underground in several instances, thus causing no impact to the listed building, when in fact the line will be overground causing severe harm to the setting of the listed building)	Updates have been made to the Historic Environmental Baseline Report (HEBR) (see ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1)) to address any inconsistencies and/or design changes. All reports have been reviewed, and quality assured and are considered to be as accurate as possible.			X	
9-2.1045	Criticism that the preliminary Historic Environmental Assessment undertaken within the PEIR used a quantitative approach with a tabulated assessment, instead, a qualitative approach is required to assess significance and impact, which is the standard approach to assessing in line with the Historic England and Institute of Historic Buildings Conservation (IHBC) guidelines	The methodology used to assess the historic environment, including the approach taken within the Preliminary Environmental Information Report (PEIR), has been developed in line with established good practice and national guidance. The use of tabulated formats allows consistency and clarity in presentation, but the assessment itself is underpinned by professional judgement and an evaluation of heritage significance, setting, and impact. This methodology draws on key guidance documents, including Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets *(2017), the* Standards and Guidance for Historic Environment Desk-Based Assessment *(CIfA, 2020),* and best practice advocated by the Institute of Historic Building Conservation (IHBC). It has been discussed and agreed with statutory stakeholders during the scoping stage and through thematic working group meetings. We remain confident that our approach is robust, appropriate, and proportionate to the scale and nature of the Project.			X	
9-2.1046	Criticism that assessment of heritage assets was based upon desk-based analysis only, using aerial imagery and professional opinion / Criticism that no site visits have been made to assess the setting of heritage assets. The lack of a reasonable	The assessment methodology, including the approach to evaluating setting, has been developed in line with established best practice and recognised guidance (including Historic England's *Good Practice Advice Note 3: The Setting of Heritage Assets*, 2017) and has been			X	

	assessment of the assets has led to poor data and incorrect assumptions being used to provide an assessment of the impact of the Project	discussed and agreed with key statutory stakeholders throughout the scoping stage and subsequent thematic working group meetings. We are therefore confident that the approach taken is robust, proportionate, and appropriate for the scale and complexity of the Project.				
9-2.1047	Criticism the Archaeological and Historical Background is based on Historic Environment Records (HER) data, and reflects an Archaeological Desk Based Assessment rather than an in-depth Heritage analysis of the designated and non-designated built environment , and that the assessments of large numbers of archaeological finds is not relevant to the projects Historic Baseline Assessment and makes for an inaccessible and cumbersome Environmental Impact Assessment which is counterproductive in identifying clearly the actual likely environmental effects from the proposal	The archaeological and historical background presented in the Historic Environment Baseline Report is informed not only by data from the Historic Environment Records (HER), but also by a wider range of sources. These include historic mapping, aerial imagery, walkover survey data, academic publications, grey literature, and consultation with local authority historic environment officers and curators. Where appropriate, information has also been drawn from local archives and research repositories to provide additional historical context, particularly for designated and non-designated built heritage assets. The inclusion of archaeological finds, including portable antiquities and findspot records, is an important element in understanding the archaeological potential of the landscape and has informed the assessment of likely significant effects. These datasets contribute to a comprehensive baseline, consistent with industry guidance and standards such as those set out in the Chartered Institute for Archaeologists' Standards and Guidance. The methodology used to assess both designated and non-designated heritage assets has been developed in accordance with national planning policy and established best practice, including Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (2017), and has been discussed and agreed with key stakeholders during scoping and subsequent thematic working group meetings. We are therefore confident that the approach taken is proportionate, transparent and robust, and that the assessment appropriately supports the identification and			X	

		understanding of potential environmental effects associated with the Project.				
9-2.1048	Criticism that the scoping exercise within The Historic Environment Baseline Report (HEBR) has relied upon Historic Environment Record (HER) data and limited information provided by Local Authorities (ie. HERs were not set up originally to record, map and assess built heritage, meaning that a large number of buildings od historic merit that will be impact by the Project may not have been identified or assessed). Therefore, HER data relied upon to assess non-designated assets (NDHAs) related to archaeological finds and has little bearing on the assessment of above ground built heritage assets. As these 'assets' will not be impacted by the proposed scheme, they are subsequently scoped out from further investigation in accordance with the criteria set out by the Planning Act, but this conclusion is both inaccurate and misleading. In addition, where built NDHAs have been included, assessments of settings have not been undertaken meaning that a proper impact assessment of the Project on the NDHAs within the 250 m study area has not been completed. It should also be note that just because an asset is not designated doesn't mean it doesn't meet statutory requirements unless evidenced. The result of this widescale dismissal of the known heritage assets along the preferred route has led to a mere 458 designated assets being considered as impacted as a result of either temporary or permanent change to their settings, which will be taken forward for further consideration in an ES as part of the DCO. This represents only 5% of the entire designated heritage asset stock that is present within the 5 km buffer (on which the ZTV is based), and 12% of the total number of designated assets identified by Fuller Long HEA within the study areas dictated by NGET. With regards to non-	The methodology adopted for the Historic Environment Baseline Report (HEBR) (see ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1)) and the scoping of heritage assets for further assessment has been developed in line with established best practice and relevant policy, including the National Planning Policy Framework (NPPF, 2023), Planning (Listed Buildings and Conservation Areas) Act 1990, and guidance provided by Historic England, including Good Practice Advice Note 3: The Setting of Heritage Assets (2nd edition, 2017). The approach is also consistent with industry standards including DMRB LA 106: Cultural Heritage Assessment and DMRB LA 104: Environmental Assessment and Monitoring (National Highways, 2020). The assessment has been informed by multiple data sources, including—but not limited to—local Historic Environment Records (HERs), the National Heritage List for England (NHLE), historic maps, aerial imagery, walkover surveys, archive research, and specialist consultation. While HERs are an essential source of information, they are not the sole basis for identifying and assessing heritage assets, and their limitations are well understood and addressed through supplementary research and site-based survey. Information from local authority conservation teams, Historic England, and curators has also been integrated as appropriate. Importantly, the methodology used to scope in and out both designated and non-designated heritage assets was not applied unilaterally or in isolation. The approach has been the subject of ongoing engagement with statutory consultees and key stakeholders, including Historic England, local planning authorities, and curatorial officers, throughout the scoping process and during thematic working group meetings. This			X	

	designated heritage assets, of the remaining 1273 NDHAs within the study area, only 175 are being taken forward for further assessment. NDHAs that will be severely impacted as a result of the operational effects of the 50 m pylons within 250 m have not been assessed and none are being taken forward for further assessment within the ES. This methodology is in direct contravention of National and Local Policy, and consultee responses	collaborative process has enabled refinements to be made to the assessment framework, ensuring that the final methodology is proportionate, robust and defensible. For non-designated heritage assets (NDHAs), the assessment has considered both archaeological and built heritage elements. The Zone of Theoretical Visibility (ZTV), informed by topography and modelled views, was used to support scoping decisions in relation to setting impacts, including for NDHAs. We are confident that the methodology adopted, discussed extensively and agreed with heritage stakeholders, has ensured that all heritage assets likely to be significantly affected by the Project, whether designated or non-designated, have been appropriately identified and assessed within the EIA framework. This is consistent with statutory requirements, planning policy, and professional guidance.				
9-2.1049	Criticism that heritage assets throughout the study area are described and are ascribed value according to a basic tabulated formula and sometimes are identified as having historic, aesthetic, evidential or communal values in line with Historic England Guidance. However, this is not consistent and seems to vary from asset to asset. The remaining buildings that are not scoped out are included in the PEIR for further assessment. Out of a total 2117 buildings assessed as part of The Historic Environmental Baseline Report (HEBR), around 79% have been scoped out. This would appear to encompass almost every asset beyond 500 m of the Draft Order Limits	Updates have been made to the Historic Environmental Baseline Report (HEBR) (see ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1)). The assessment of heritage asset value has been undertaken using a methodology grounded in established guidance, including *Historic England's Conservation Principles* (2008) and *Good Practice Advice Note 3: The Setting of Heritage Assets* (2nd edition, 2017), as well as relevant planning policy and professional judgement. The value assessment takes into account historic, aesthetic, evidential and communal values where appropriate, and the methodology has been applied consistently throughout the Historic Environment Baseline Report (HEBR) (see ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1)). The approach to scoping assets in or out of further assessment was discussed and agreed			X	

		with statutory stakeholders, and we are confident that the assets taken forward in the Environmental Statement reflect those most likely to be significantly affected by the Project.				
9-2.1050	Criticism that the assessment of Listed Buildings is inconsistent, with some assets described using the National Heritage List descriptions and others not. Views are analysed towards the proposed infrastructure, but this is not consistent and the distance of the asset from the draft order limits is also not provided in all cases, leading to lack of understanding. Almost every asset is assessed as having a setting that does not extend to the Draft Order Limit – a subjective decision based limited information derived from a desk-based study only. Those that are scoped in are almost all within 500 m of the Draft Order Limits	Updates have been made to the Historic Environment Baseline Report (HEBR) (see ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1)) to improve consistency in the presentation of asset descriptions and setting assessments. The assessment of whether a heritage asset's setting extends to the Order Limits has not been based solely on desk-based analysis. Site surveys, photographic records, and professional judgement were all employed to inform a robust understanding of setting and potential impact. The methodology used to assess heritage assets, including the approach to setting and scoping, aligns with national policy and guidance such as Historic England's Good Practice Advice Note 3 (2nd Edition, 2017) and Conservation Principles (2008). This methodology was discussed with and agreed by relevant stakeholders throughout the project's development.			X	
9-2.1051	Criticism that Curtilage listed buildings have not been identified or assessed as part of the heritage baseline assessment	Regarding curtilage-listed buildings, it is important to clarify that these buildings have been considered within the broader setting assessment of the associated designated Listed Buildings. While they are not individually designated or locally listed, their contribution to the significance of the principal asset has been appropriately taken into account through the setting assessment process. In accordance with the agreed scoping methodology, specific identification or separate assessment of curtilage-listed structures is not required. The methodology used for the assessment of heritage assets has been developed in line with established best practice and guidance, including Historic England's Good Practice Advice Note 3 (2017), and was discussed			X	

		and agreed with relevant stakeholders throughout the project's development. We are confident that this approach provides a robust and proportionate assessment in line with national policy and guidance.				
9-2.1052	Criticism that the draft order limits rarely form part of the setting of a scheduled monument as part of the assessment, even when there are views directly towards the Project. No scheduled monuments beyond 500 m appear to be scoped in for further assessment	Updates have been made to the Historic Environment Baseline Report (HEBR) (see ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1)) and the ES Chapter 11: Historic Environment (document reference 6.11). The assessment of setting has been undertaken in accordance with established policies and guidance, including Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (2017). The methodology for assessing the contribution of setting to the significance of heritage assets, including scheduled monuments, has been thoroughly discussed and agreed with relevant stakeholders during the scoping process and subsequent engagement. We are therefore confident that our approach is robust, proportionate, and in line with national guidance			X	
9-2.1053	Criticism that the assessment of each Registered Park and Garden (RPG) often appears to relate to other assets within the RPGs, rather than providing an assessment of their significance as an historic landscape in their own right. Sometimes, reference is made to a landscape designer. A basic assessment of the setting of each RPG is also provided, though this tends to relate to the interrelationship between elements inside the park rather than the wider landscape contributing to the setting of the RPG. Views are sometimes also assessed but this is not consistent. All RPGs (bar one – Langleys, which is adjacent to the Draft Order Limit) were scoped out of further assessment as their settings were not considered to extend to the Draft Order Limits. The assessments are based on subjective decisions using limited information	The assessment of Registered Parks and Gardens (RPGs) has been undertaken in accordance with a robust methodology informed by established best practice, including Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (2017). This methodology has been developed, discussed, and agreed with key stakeholders, including through the scoping process and thematic engagement meetings. Each RPG has been assessed as an historic landscape in its own right, with consideration given to the contribution of individual elements and their interrelationships, including references to historic landscape designers where appropriate. The setting of each RPG was assessed on a case-by-case basis, and decisions regarding scoping were informed by factors such as proximity to the Order Limits, intervening			X	

	derived from a desk-based study only. The initial review undertaken by the Respondent suggests that the potential visibility of the pylons from within the RPGs was not assessed, and therefore views of the tall infrastructure was not considered to harm the settings or significance of the RPGs	topography and vegetation, and the nature of views to and from the asset. These assessments were supported by site visits, photographic surveys, and Zone of Theoretical Visibility (ZTV) analysis. We are therefore confident that the approach is proportionate, clearly evidenced, and aligned with national policy and guidance.				
9-2.1054	The settings of listed buildings were generally assessed as not extending beyond the immediate vicinity of the asset, and in almost every case are not considered to extend to the Draft Order Limit due to topography, intervening infrastructure and vegetation. This is contrary to many of the responses to the non-statutory consultations being provided which clearly state that the tall infrastructure will not only visible from the listed building, but that the beautiful and tranquil landscape that contributes towards the special interest of the heritage assets will be substantially impacted and harmed as a result of The Project	The assessment of Listed Buildings and their settings was undertaken using a robust and proportionate methodology aligned with established best practice, including Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (Second Edition, 2017). This approach was developed in consultation with, and agreed by, relevant stakeholders during the scoping process and thematic working group meetings. In assessing the contribution of setting to the significance of each Listed Building, multiple factors were considered, including historical context, landscape character, visual and experiential relationships, and the presence of intervening topography, vegetation, or infrastructure. These assessments were informed by site visits, photographic records, and analysis of the Zone of Theoretical Visibility (ZTV). Scoping decisions about whether a Listed Building's setting extended to the Order Limits were not based solely on distance or visibility, but on whether the Project would be experienced in a way that might affect the asset's heritage significance. The landscape context and experiential qualities, such as tranquillity and aesthetic appreciation, were also taken into account where relevant. We are therefore confident that the assessment appropriately reflects the potential for change to setting, is consistent with national guidance and policy, and has been shaped through ongoing engagement with statutory consultees and local authorities.			X	

9-2.1055	Criticism that the assessment of the importance of Heritage assets has been reduced to statistics, with inadequate assessment of the significance of the contribution made by their setting (as required by paragraph 200 of the NPPF) or as outlined in the method statement for The Historic Environmental Baseline Report (HEBR). Whilst the Scoping Report identified a Study Area which has widely been adopted, the wholescale scoping out of over 3000 assets within that study area on the basis of what appears to be proximity to the Draft Order Limits only, means that a vast number of nationally and locally important heritage assets will not be put forward for proper assessment to the Environmental Statement next year	The assessment methodology for heritage assets, including the evaluation of setting and its contribution to significance, has been developed in accordance with established guidance and policy, including the National Planning Policy Framework (NPPF, 2023), specifically paragraph 200, and Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (Second Edition, 2017). The methodology, as outlined in the Historic Environment Method Statement and implemented within the Historic Environment Baseline Report (HEBR) (see ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1)), has been subject to consultation and agreement with key stakeholders, including Historic England and relevant local planning authorities, through the scoping process and thematic working groups. Each heritage asset was subject to an initial review, which included professional judgement based on HER data, historic mapping, aerial imagery, site survey, and photographic evidence. This informed the decision on whether the asset's setting extended to the Draft Order Limits and whether it warranted further assessment. Assets scoped out did not meet the threshold for potential significant effect, as defined by the agreed methodology. The Historic Environment Baseline Report (HEBR) (document reference 6.11.A1), the assessment tables in Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2), and the Environmental Statement Chapter 11: Historic Environment (document reference 6.11) collectively provide an assessment of significance and setting for both designated and non-designated assets where a potential for effect exists. The approach used is proportionate, policy-aligned, and has been agreed with statutory consultees.			X	

9-2.1056	Criticism that an assessment of the Zone of Theoretic Visibility (ZTV) and Heritage Visual Viewpoints has yet to be undertaken. Therefore, the visual impact of the Project has not been considered as part of The Historic Environmental Baseline Report (HEBR) and PEIR. Omission of this neglects a vital component of the contribution that setting makes to a heritage asset. The lack of this analysis also means that listed buildings whose settings have been assessed as not extending to the Project which might have 'a historical and/or functional relationship with a scoped in building within the study areas or where Landscape and Visual Impact Assessment (LIVA) indicates the Project would be a prominent visual feature within the landscape' have not been identified. In addition, those assets that 'exist where topography allows for more distant views which prove the exceptions' from being scoped out have also not been identified	When the PEIR was produced the ZTV and the HVV were not available. The current iteration of the HEBR has been fully updated with reference to both these resources. A Zone of Theoretic Visibility (ZTV) has been used as a starting point in the assessment to provide an indication of theoretical visibility and has been ground truthed in the field so that the assessment conclusions better represent the potential visibility of the Project. Woodland blocks have been modelled into the ZTVs, using the National Forest Inventory mapping dataset which have been assigned a height of 15 m. This is considered a conservative approach to represent the likely screening/filtering effects of mature woodland. However, the ZTVs do not consider the additional screening and filtering effects of hedgerow and field trees, small copses or more recently planted trees, woodland and hedgerows which are found in many places throughout the study area. The ZTVs also would not account for any proposed planting within Environmental Areas around Cable Sealing End (CSE) compounds, substations and substation extensions. Hence, whilst the ZTV indicates relatively widespread theoretical visibility, the subsequent assessment been refined by additional survey work to establish likely levels of visibility that are less than those illustrated by the ZTV.			X	
9-2.1057	Criticism that whilst The Historic Environmental Baseline Report (HEBR) concludes that the setting of Flordon Hall is informed by the surrounding agricultural landscape with which the assets have a functional and historical relationship, it affords only a moderate contribution to the significance of the heritage assets, despite the landscape forming the historic manorial estate of Flordon Hall and the farmstead. The operational effects table later states that setting makes a minor contribution to the	The current iteration of the HEBR (see ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1)) has been updated and has addressed all internal and external comments, including those on Flordon Hall.			X	

	significance of the heritage assets, illustrating that cross referencing between the original assessment and impact assessment was not undertaken, and much of the wording within these assessment tables was likely copied and pasted				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Heritage						
9-2.1058	Criticism that the heritage impact assessment undertaken in the PEIR attributes Flordon Hall with a significant negative effect, and the barn and piggery with a not significant negative effect, despite them all sharing the same setting. This serves to demonstrate the use of matrices to assess impact based upon heritage value is a flawed methodology	The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and local development plan policies where applicable. The list of the source is available in Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11). The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. We are confident that the methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-designated heritage assets, including effects from physical change and change to setting. The assessment findings are presented in Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11), supported by Appendix 11.1: Historic Environment Baseline Report (document			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 6.11.A1) and other technical appendices, and include both the assessment of potential impacts and the identification of appropriate mitigation measures. It is agreed that the three assets referred to here share the same vicinity, however, it doesn't necessarily follow that the same elements of the setting contribute to their individual values. The discrepancy between the Hall and the two outbuildings reflects the professional judgement that the setting of the outbuildings are much more focused on their farmyard location, and that views of open fields is not as important to their understanding and appreciation of their function, as they are to the Hall.				
9-2.1059	Criticism that the setting of All Saints Church is correctly assessed as extending to the Draft Order Limits but the impact to the setting (minor) is vastly underestimated as a result of using a matrix to establish significance and impact	The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and local development plan policies where applicable. The list of the source is available in Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11). The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings, including			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		engagement with Historic England and relevant Local Planning Authorities. We are confident that the methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-designated heritage assets, including effects from physical change and change to setting. The assessment findings are presented in Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11), supported by Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and other technical appendices, and include both the assessment of potential impacts and the identification of appropriate mitigation measures. It was professionally judged that the Project's magnitude of impact on the setting of the asset is low resulting in a minor significance of effect (not significant). This is based on the observation that the pylons are over 1km away, in the view only to the west, and that they did not detract from the appreciation and understanding of the asset.				
9-2.1060	Criticism that the Grade II listed bridge at Hempnalls Hall has been included in The Historic Environmental Baseline Report (HEBR) but scoped out of the PEIR assessment on the basis that its setting does not extend to the Draft Order Limits and therefore would not be impacted. Whilst the setting of the bridge is localised in nature, its relationship with the Hall and	The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. We are confident that the methodology applied is robust, proportionate, and has given appropriate weight to the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	the moat means that its significance is also linked to the group value of the buildings. As such, the setting does extend to the project, and therefore harm will be caused to the group which includes the bridge	potential impacts of the Project on designated and non-designated heritage assets, including effects from physical change and change to setting. The bridge was scoped out in accordance with the agreed methodology.				
9-2.1061	Criticism that the farmstead and moat (curtilage listed and NDHA) at Hempnalls Hall have not been assessed and the preliminary operational effects have likewise not been assessed, despite being located within the 250m buffer. This is in conflict with national and local policy	The current iteration of Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) includes a full assessment of the Hempnalls Hall complex including the non-designated assets.			X	
9-2.1062	Criticism that Bleak Hall, like thousands of other Grade II Listed Buildings, has not been considered prior to the current The Historic Environmental Baseline Report (HEBR). The decision to move the draft alignment between RG195 and RG200 after the 2023 non-statutory consultation to avoid oversail of an equestrian business was flawed as the heritage status of Bleak Hall was not taken into account. Although the impact is now assessed as a 'significant negative effect' by the PEIR, this is an example of a lack of due process and mismanagement of information which failed to inform the decision making process for the routing of the Project	National Grid notes the respondent's feedback. The alignment and siting of pylons, including RG195 to RG200, reflect a careful balance between environmental, technical in addition to heritage considerations. The change between RG195 and RG200 did result in avoiding impacts on the equestrian business but it also moved the alignment further away from residential properties along Ipswich Road. An additional outcome of this change was that rather than having multiple crossings of the existing 132 kV overhead line we are now proposing to underground the section of 132 kV overhead line from the first point of crossing near Middle Wood through to the north of Bramford Substation which will reduce the potential effects. This change remains preferred over the 2023			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		preferred draft alignment and no further change is proposed. Information presented in the PEIR was preliminary and baseline and assessment have been updated since that document was produced. The approach to the historic environment assessment and data gathering is set out in ES Chapter 11: Historic Environment (document reference 6.11) and its Appendices (document reference 6.11.A1 to 6.11.A7). The impact of the Project on Bleak Hall has been considered and the potential effect of the Project on this asset is set out in ES Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.2 Historic Environment Assessment Tables (document reference 6.11.A2).				
9-2.1063	The PEIR has scoped out these highly significant assets associated with Faulkbourne Hall and Parkland from further assessment as the Historic Environmental Baseline Report (HEBR) does not accept that the setting of the Hall and the Parkland extends to the Draft Order Limits – despite the parkland only being 370m away. The topography slopes downhill from the Hall to the Draft Order Limits and consequently, views towards the pylons and wirescape will be clear above the tree line from the house and will dominate the landscape looking north from the park. The PEIR acknowledges that '*The setting of the listed assets is informed by their purpose as a medieval to postmedieval manorial*	The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and local development plan policies where applicable. The list of sources is available in Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11). The methodology and scoping approach were discussed and agreed with key stakeholders during the			X	

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	estate within a formal designed landscape and within a wider rural agricultural landscape to the south-east of Faulkbourne' but does not include an assessment of the contribution of the landscape to the north of the Hall where the line will be situated, thus neglecting to fully assess the significance and setting of the assets	scoping process and at subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. We are confident that the methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-designated heritage assets, including effects from physical change and change to setting. The Registered Park & Garden lies over 1 km to the south-south-east of the Order Limits pylon corridor, although small scale temporary construction phase works would be located c. 300 m in the same direction. We are confident in the assessment.				
9-2.1064	The setting of the highly significant church at Rivenhall Place which is located within the Scheduled Monument (720m from the Draft Order Limits) is considered to extend to the Draft Order Limits as a result of far reaching views. The PEIR states that *'The surrounding agricultural landscape with which the asset and the Rivenhall settlement have a historical relationship also contributes positively to the character of the setting. The setting of the church, therefore, makes a considerable contribution to its value'*. Despite this, the scheduled monument (within which the church is located) has been scoped out as its setting is not considered to extend to the Draft Order Limits – even though they are in the same place. In addition, the Historic	The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and local development plan policies where applicable. The list of sources is available in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at			X	

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	England description of the setting of the Roman Villa of Rivenhall clearly discusses the likelihood of a designed landscape beyond the complex, potentially with vistas, landmarks and avenues of trees. The impact of the Project has been identified as neutral. The huge significance of this ancient landscape and the contribution that the landscape makes to the scheduled monument has therefore been disregarded, and the harm that the 50m high pylons will cause to the scheduled monument a mere 560m away has been dismissed without further appraisal	subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. We are confident that the methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-designated heritage assets, including effects from physical change and change to setting. The scheduled monument lies c. 800 m to the south of the Order Limits pylon corridor. We are confident in the assessment that the setting of the SM does not extend to the Order Limits and our reasoning is presented in the current iteration of Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1).				
9-2.1065	Despite the church at Rivenhall Place being identified as having the potential to be impacted within the Historic Environmental Baseline Report (HEBR), the PEIR considers that the impact of the tall infrastructure to the setting of the church would result in no change to the setting, equating to a neutral effect. This is clearly nonsense. The pylons and wirescape will be clearly visible to and from the church which has 'commanding views across fields to the north-west'. The assessment of the impact of the scheme has therefore not considered or cross refenced the description of the church or the contribution made by its setting in the HEBR	The current iteration of Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) includes an up-to-date assessment of the asset.			X	

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9-2.1066	Rivenhall Place to the north is a highly significant listed building that is located only 350 m north of the Project. The setting of Rivenhall Place is considered to extend to the Draft Order Limits. The pylons will run through the parkland which was designed by Repton, which will have a direct impact to this asset and the setting of the house. The PEIR accepts that there is a historic setting comprising '*a high-status estate designed to have intervisibilty with its wider surrounding rural agricultural landscape*', and goes on to describe the parkland (identified as an NDHA) surrounding Rivenhall Place. Despite being within the Draft Order Limits, the impact of the Project on the significance of this historic landscape and parkland has not been assessed further, which is contrary to local and national policy. The tall infrastructure will dominate the parkland and setting of the house and will significantly harm the significance of Rivenhall Place and parkland. The construction of the infrastructure will remove some of the recorded area of this asset, negatively affecting its value, but no mitigation is provided	The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and local development plan policies where applicable. The list of sources is available in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. We are confident that the methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-designated heritage assets, including effects from physical change and change to setting. The current iteration of the Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) includes an up-to-date assessment of the asset.			X	

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9-2.1067	The Historic Environmental Baseline Report (HEBR) describes how views from Langleys and its parkland to the agricultural landscape beyond contribute to the setting of the parkland and the house and make a considerable contribution to the setting of the conservation areas, which extend to the Draft Order Limits. The HEBR does not identify the settings of the Stables or the Garden Blocks extending to the Draft Order Limits, despite the setting of these assets being informed by their interrelationships as elements of a high-status country estate which contribute to the group value of the House and Parkland	Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) states that the '*The setting of the garden block (1122115) and stables (1171617) is more insular and restricted to their location within the grounds of the house and the parkland beyond. The setting of these assets, therefore, makes a considerable contribution to their values, but due to its more insular nature, the setting does not extend to the Order Limits'*.			X	
9-2.1068	Despite the understanding of the contribution of the rural landscape to the setting of the assets, the impact tables within the PEIR only attribute a moderate contribution made by the land over which the Project will run which will be moderately impacted by the Project. Yet again, this contradicts the initial assessment in The Historic Environmental Baseline Report (HEBR) which recognises that the setting makes a considerable contribution to the value of the assets. This highlights the lack of cross referencing within the PEIR and the inadequacy of the matrix assessment tables which lead to an incorrect assessment of value and impact. The PEIR consequently fails to take into adequate account the negative impact the pylons will have on the	The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and local development plan policies where applicable. The list of sources is available in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at			X	

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	landscape and consequently the significant harm that will arise as a result of the proposed scheme on Langleys, the associated designated estate and park and the conservation areas of Great and Little Waltham	subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. We are confident that the methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-designated heritage assets, including effects from physical change and change to setting. It is not clear from the comment which asset(s) it refers to. However, the impact of the Project on Langleys listed building, Langleys Registered Park and Garden, and the conservation areas of Great and Little Waltham has been fully assessed and details can be found in Appendxi 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2).				
9-2.1069	The wireline visualisations produced in Volume II provide an image of Langleys, and the impact of the scheme on the setting of the house. From Viewpoint 6.18, the pylons appear the same heigh as the house and compete with the historical setting of the property (see below). The wireline visualisation from within the Parkland was taken from a central point, rather than from a point near to the Project, which would have demonstrated a much larger impact to the skyline	National Grid has undertaken a detailed routeing and siting exercise to reduce, as far as practicable, the potential impacts of the Project on the historic environment, including the setting of Langleys (Grade I Listed Building) and its associated Registered Park and Garden. In response to feedback received during statutory consultation, including comments from Historic England and other stakeholders, the alignment in this area was revised in March 2025. Low-height pylons are now proposed in the vicinity, specifically to reduce			X	

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		visibility and visual impact from key viewpoints, including from within the parkland and the setting of Langleys. The assessment methodology for heritage assets, including the evaluation of setting and its contribution to significance, has been developed in line with relevant national planning policy and established best practice, notably the National Planning Policy Framework (NPPF, 2023) and Historic England's Good Practice Advice Note 3: *The Setting of Heritage Assets* (Second Edition, 2017). This methodology was discussed and agreed with key stakeholders, including Historic England and the relevant local planning authorities. The visualisations presented in Volume II support the assessment presented in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11) and are representative of viewpoints agreed through consultation. The viewpoints were selected to capture key aspects of the asset's setting and to illustrate potential changes in views and visual relationships. While alternative locations may show a slightly different degree of visibility, the chosen viewpoints are considered appropriate to support a robust, proportionate assessment. The significance of effect on Langleys and its Registered Park and Garden has been assessed as moderate adverse during both construction and operation phases. Mitigation measures are set out in the Outline Archaeological Mitigation Strategy and Outline Written				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Scheme of Investigation (document reference 7.5) and the Outline Code of Construction Practice (document reference 7.2).				
9-2.1070	The Historic Environmental Baseline Report (HEBR) describes how for the majority of the buildings at Ingatestone Hall setting makes a considerable contribution to their value, except for 'two garden walls (1187300, 1297190) and the cistern house (1187282), whose settings are restricted to the confines of the Ingatestone Hall complex'. However, the setting of these assets again is informed by their interrelationships as elements of a high status country estate which contribute to the group value of the hall and gardens. Despite the understanding of the contribution of the rural landscape to the setting of the assets, the impact tables within the PEIR state that the pylons will have a 'neutral' effect on the setting (which makes a moderate contribution to their value). This again highlights the lack of cross referencing within the PEIR and the inadequacy of the matrix assessment tables which has led to an incorrect assessment of the value of the identified Heritage Assets and the impact of the Project. The topography between The Hall and Parkland across a valley to the Draft Order Limits means that the 50m tall pylons will clearly be visible from within the grounds of Ingatestone Hall and from the Hall itself, and will irrevocably change the rural and relatively isolated setting of the Grade I listed building, which	The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and local development plan policies where applicable. The list of sources is available in Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11). The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. We are confident that the methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-designated heritage assets, including effects from physical change and change to setting. The current iteration of Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment			X	

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	has remained unchanged for centuries. The mitigation provided is insufficient in proportion to the level harm incurred by the proposed route. The PEIR thus fails to take into adequate account the negative effect of the pylons, and the impact they will have on the immediate landscape causing significant harm to the estate and Ingatestone Hall	Assessment Tables (document reference 6.11.A2) includes an up-to-date assessment of the asset.				
9-2.1071	The 2022 non-statutory consultation documents originally showed the preferred pylon route bisecting the countryside between Ingatestone Hall and St Mary's Church, Buttsbury (roughly indicated by the purple line in the map above). Following concerns raised about the potential heritage impacts on Ingatestone Hall, the line was moved to its present position in the 2023 preferred draft alignment section (G). The decision to move the draft alignment away from Ingatestone Hall and closer to the Grade II* listed church at Buttsbury was flawed, as the impact was simply transferred from one significant heritage asset to another. The Design Development Report (2023) stated that *'an alignment within the consultation corridor is less preferred over an alternative to the east, outside the consultation corridor, as although slightly longer and less direct the route further east would substantially reduce the effects on the Grade I Listed heritage assets at Ingatestone Hall and St Giles Church. This change to the preferred corridor is referred to as 'Further*	National Grid has undertaken a routeing and siting exercise to reduce, as far as practicable, the potential impacts of the Project on the historic environment, including designated assets such as St Mary's Church (1264434), This process has been informed by a robust assessment methodology that was developed in line with relevant national policy and guidance and agreed through engagement with key heritage stakeholders. Routing changes have included the addition of a pylon to allow pylon heights to be reduced and pylons positioned in a way that they are not sited directly behind the church in views from the Public Rights of Way approaching from the north of Ingatestone Hall from the west. The alignment and siting of pylons, reflect a careful balance between environmental, technical and heritage considerations. The updates to the routing of the pylons were discussed with relevant stakeholders including the Local Planning Archaeologist and Historic England. Whilst noting the preference to return the alignment back to the 2023 preferred draft alignment, the reasons for a preference for the current alignment			X	

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	east of Ingatestone'. This decision did not assess the heritage impact on St Mary's Church, and the conclusion stated that '*On balance the consultation corridor to the north east of Ingatestone in combination with the alternative further east passing to the east of Buttsbury Church and the wastewater treatment works are preferred'*	remain, which were mainly to reduce effects on various heritage assets most notably the Grade I Listed Ingatestone Hall and Grade I Listed St Giles Church. National Grid consider the current alignment to be consistent with our duties and relevant policies and for this still to be preferred. The design development process has considered historic environment impacts and sought to reduce these wherever possible. It has not always been possible to remove or reduce all impacts. The impact of the Project on the Church of St Mary, Buttsbury, and other heritage assets in this area, has been considered and the potential effect of the Project on these assets is set out in ES Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2).				
9-2.1072	Criticism of the moderate level of contribution provided by the setting to St Mary's Church in The Historic Environmental Baseline Report (HEBR) is inadequate (i.e. the isolated nature of the church means that the setting is more important). The preliminary operational effect assessment table states that the Project will only cause a moderate change to the rural aspect of its setting, but will have a '*significant negative effect'*, thus emphasising the inadequacies of matrices to assess value and impact. The Pylons in reality will dominate the setting	The setting of St Mary's Church (1264434) is stated within the 6.11.A1 Historic Environment Baseline Report as *'the setting of the asset is informed by its isolated roadside location within its small churchyard and by its all-round views of the agricultural landscape with which it has a historical relationship. The loss of the settlement it once served detracts from the setting, but it still makes a moderate contribution to its value. Due to the proximity of the Project, the setting extends to the Order Limits'*. The two nearest pylons (TB92 and TB193) to St Mary's are c.240m and c.260m away from the asset. The			X	

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	of the church causing substantial harm to the contribution that setting makes to the significance of the listed building	Cultural Heritage team are confident that their assessment aligns with national planning policy and technical guidance that was agreed with relevant stakeholders.				
9-2.1073	Criticism that the assessment of impacts of the operational effects of the Project on Grade II listed building 'Vauxhall' is based on incorrect data. The line will not be undergrounded at this point, a CSE compound to reintroduce overhead lines following the undergrounding is proposed at the west of Vauxhall. The Project will therefore pass within 240m of the listed building	The ES Chapter 11: Historic Environment of the Environmental Statement (ES) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) states that: *'The operation phase of the Project would impact the asset's setting through the introduction of pylons JC29 to JC33. The pylons would be occasionally visible through the mature vegetation and outbuildings of the farmyard and they would alter the character of the rural setting of the asset. The magnitude of impact is considered to be low adverse'*. Therefore, there is likely to be a direct, permanent minor adverse significance of effect on the asset (not significant).			X	
9-2.1074	The Historic Environmental Baseline Report (HEBR) has scoped out approximately 1600 heritage assets from within the study areas which will not be put forward for further assessment within the PEIR. The methodology for scoping out the majority of the heritage assets within the HEBR has been criticised by PINS and Consultees as not having adequate information on which to base an informed decision of the setting of the assets which have views of the tall infrastructure. Analysis of the HEBR would suggest that almost all of the assets that have been brought	Annex C Historic Environment Assessment Methodology section 3.11 Scoping of Historic Buildings of Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) was agreed with stakeholders. Section 3.12 of the same document states the methodology for setting survey. The scoping process was two stage, as set out in Annex C, and those historic buildings scoped out of detailed assessment are listed in Annex E of Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) along with the reason for scoping out.			X	

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	forward for assessment by the PEIR have been scoped in as a result of near proximity to the line rather than as a proper assessment of setting and the impact of The Project upon their settings.					
9-2.1075	Request National Grid provide an understanding of the full number of designated assets pre-Preliminary Environmental Information Report (PEIR) to assess the level of those that have been scoped into this assessment and those which have been excluded.	The PEIR was a preliminary document for the purpose of statutory consultation. Details of designated assets scoped out of detailed assessment in the ES chapter can be found in Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1). In the detailed assessment in ES Chapter 11: Historic Environment (document reference 6.11) there are 504 designated assets.		X		
9-2.1076	Criticism as within the Preliminary Environmental Information Report (PEIR) section 5.7.5 the standard mitigation proposed for the historic environment is inadequate and it would be expected that a detailed omme of archaeological investigation has occurred in advance of the submission of the application so that the impact on heritage assets is understood. This reduces the potential of long delays to the development due to unexpected archaeological deposits being identified. Completing this work in advance allows an informed mitigation strategy and outline Written Scheme of Investigation (WSI) which can be integrated with the Outline Code of Construction Practice (CoCP). Although the preliminary assessment has identified many impacts along the proposed routes, further	Areas identified within the Project that will be impacted by underground cabling and compounds (along with associated infrastructure such as haul roads, utility connection, SuDS basins etc), have been targeted with geophysical surveys. The results of the surveys, along with HER assets and assets identified through cropmark, mapped features and aerial photograph, have been targeted for archaeological trial trenching. Other areas along the route that have been targeted for a geophysical survey included high or medium value assets, construction or highways laydown areas and associated infrastructure (haul roads, SuDS basins etc). The majority of the areas identified for the geophysical survey have been surveyed (results located in ES Appendix 11.3: EACN Substation Geophysical Survey		X		

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	evaluation in the form of geophysics, aerial photographic rectification and trial trenching is likely to identify many more heritage assets. Criticism as within the Preliminary Environmental Information Report (PEIR) section 5.7.5 the standard mitigation proposed for the historic environment is inadequate and it would be expected that a detailed programme of archaeological investigation has occurred in advance of the submission of the application so that the impact on heritage assets is understood. This reduces the potential of long delays to the development due to unexpected archaeological deposits being identified. Completing this work in advance allows an informed mitigation strategy and outline Written Scheme of Investigation (WSI) which can be integrated with the Outline Code of Construction Practice (CoCP). Although the preliminary assessment has identified many impacts along the proposed routes further evaluation in the form of geophysics, aerial photographic rectification and trial trenching is likely to identify many more heritage assets	Report (document reference 6.11.A3) and ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4)). Areas not presently surveyed have either had crop yet to be harvested, access issues or other mitigating ground conditions. The priority areas of archaeological trial trenching have been identified as those impacted by compounds and underground cabling and associated infrastructure. The trial trenching is ongoing and results can be found in ES Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5).				
9-2.1077	Concern as, although underground cable noted in Table 4.2 of the Preliminary Environmental Information Report (PEIR) reduces impact on the setting of designated heritage assets, it causes negative impact on below ground archaeological deposits.	Below ground archaeological remains that are potentially impacted by the underground cable route and associated infrastructure were identified and assessed in the ES Chapter 6.11: Historic Environment (document reference 6.11.) and Appendix 11.2: Historic Environment Assessment Tables (document reference		X		

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	Additionally, the creation of a haul road along the length of the development corridor will further impact these below ground archaeological deposits and increase the area requiring archaeological assessment to understand the impact on the archaeological resource	6.11.A2). These areas have been targeted for geophysical surveys (results of which are located in ES Appendix 11.3: EACN Substation Geophysical Survey Report (document reference 6.11.A3) and ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Areas not presently surveyed have either had crop yet to be harvested, access issues or other mitigating ground conditions. The priority areas of archaeological trial trenching have been identified as those impacted by the underground cable route, cable sealing end compounds, proposed substation areas and temporary site compounds. The trial trenching is ongoing and results can be found in ES Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). The temporary haul road along the length of the Project will be surveyed and assessed. The scope of the assessment fieldwork (geophysical survey/trial trenching) will be agreed with the appropriate Local Planning Archaeologist (LPA).				
9-2.1078	Request the temporary compounds stated in section 4.8 of the Preliminary Environmental Information Report (PEIR), will need archaeological assessment to identify heritage impacts. These impacts should be included in the mitigation strategy within the Code of Construction Practice (CoCP) and once identified, the overhead line stone working areas will also require assessment	Heritage assets located within compound areas have had their impact assessed within the ES Chapter 11: Historic Environment (document reference 6.11) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2). All below ground archaeological assets (HER assets, geophysical anomalies etc) will be endeavoured to be investigated and recorded prior to construction as stated in the		X		

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		Outline Code of Construction Practice (CoCP) (document reference 7.2).				
9-2.1079	The Historic Environment Baseline Report and the Preliminary Environmental Information Report (PEIR) are based on preliminary project design information and survey data gathered up to the end of September 2023. Request that the Historic Environment Study Area be refined as the Project design has evolved since then. Given this, it is possible that not all heritage assets with the potential to be impacted have been identified to date, and therefore the Historic Environment Baseline Report is likely to change	The Environmental Statement (ES) Chapter 11: (document reference 6.11) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) were updated in May 2025 and Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) was updated in April 2025. The Study Areas for the heritage assets were defined in the EIA Scoping Report (document reference 6.19) the Study Areas for the Historic Environment comprise the Order Limits plus a 250 m buffer for non-designated heritage assets. In addition, two wider Study Areas have been defined: 2 km from the Order Limits - for all designated heritage assets (scheduled monuments, Grade I, II* and II listed buildings, and Grade I, II* and II registered parks and gardens and conservation areas) and up to 3 km from the Order Limits - for designated assets of the highest value (scheduled monuments, Grade I and II* listed buildings and Grade I and II* registered parks and gardens). For the ES chapter and appendix, any non-designated heritage asset that was of medium value and its setting extended into the Order Limits was included. The historic environment baseline will change due to assets identified through geophysical survey and archaeological trial trenching.		X		

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9-2.1080	Concerns in relation to section 11.4.2, Table 11.1 of the Preliminary Environmental Information Report (PEIR), regarding the undergrounding sections and haul road, specifically the need for appropriate archaeological assessment through trial trenching to inform the inspector. Concerns about the delay in receiving the Written Scheme of Investigation (WSI) (November 2023) for geophysics, which resulted in survey work being completed before the final version was received. The WSI for trial trenching evaluation has not yet been provided for comment or approval	The WSI for the priority geophysical survey areas was completed and accepted by stakeholders in March 2024. The results of the geophysical survey (still ongoing July 2025) has resulted in the majority of the priority areas being surveyed and the WSI for trial trenches to be created. The trial trenching WSI's once written have been sent to the LPA archaeological officers for comments along with trench location plans.		X		
9-2.1081	Concern as it is unclear how an agreed list of viewpoints will be provided within the Environmental Statement (ES) without detailed discussion and appropriate reasons for omitting or including the numerous designated heritage assets along the route to the local authority advisors	The methodology by which designated assets have been included/omitted from the ES are set out in Annex C – Historic Environment Assessment Methodology of the Historic Environment Baseline Report (document reference 6.11.A1) and Annex E – Scoped out Listed Buildings of the Historic Environment Baseline Report (document reference 6.11.A1). The methodology presented is in accordance with the methodology presented in the EIA Scoping Report (document reference 6.19) and agreed through the EIA Scoping Opinion (document reference 6.20).		X		
9-2.1082	Suggest as per the Archaeological Interest Group that aerial photographic assessment and rectification should be undertaken. It has been noted that while generally accessible aerial photography has been	Aerial photography was utilised for Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and those assets identified that would be impacted were assessed in the ES Chapter 11: Historic Environment (document reference 6.11) and		X		

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	studied, the aerial photography held by local authorities has not yet been studied	Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2). The assets were drawn in a GIS programme and displayed on figures in all three reports.				
9-2.1083	Criticism as at the time of the production of the Preliminary Environmental Information Report (PEIR) paragraph 11.5.24, the setting assessment is identified as a key element of the baseline, however, paragraph 11.5.23 states that this assessment will not be completed until 2024	The setting survey was conducted between Autumn 2022 and Spring 2025. The results have been used to inform the setting assessment presented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and used to inform the impact assessment in the ES.		X		
9-2.1084	In relation to paragraph 11.5.31 of the Preliminary Environmental Information Report (PEIR), it is acknowledged that assessments are iterative and subject to change as the Project design evolves. This process may require following Steps 1, 2, and 3 of the Historic England Guidance GPA3: The Setting of Heritage Assets when considering design changes, which may affect the accuracy of the Historic Environment Baseline Report	The Environmental Statement (ES) Chapter 11: (document reference 6.11) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) were updated in May 2025 and Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) was updated in April 2025. Steps 1,2,3 of HE GPA3 were used during the assessment stages of the reports specifically in Annex C Historic Environment Assessment methodology (see ES Chapter 11: Historic Environment (document reference 6.11). This report fed into the ES chapter and Appendices.		X		
9-2.1085	Support the notion as outlined in the Preliminary Environmental Information Report (PEIR) paragraph 11.5.32 on the effectiveness of a walkover survey on modern arable fields. Fieldwalking has in the past been used as an effective evaluation method when	The walkover survey was conducted between Spring 2023 and Spring 2025. The report is located within Annex D Walkover Survey (see ES Chapter 11: Historic Environment (document reference 6.11)). The methodology for the survey can be found in Annex C		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	defining the presence of sites, but adding a walkover survey of undated cropmark sites has the potential to provide supporting data	Historic Environment Assessment methodology (see ES Chapter 11: Historic Environment (document reference 6.11). This methodology and in particular the scoping in and out of fields was discussed and assessed by stakeholders prior to the commencement of the survey. The scoping of areas visited was data led and where ground truthing of the conditions of heritage assets was perceived to be possible. The determination of areas for walkover was undertaken at the earliest opportunity to inform the assessment process. The aerial imagery data was used to analyse where walkover survey provided value to the baseline understanding of the Project. The aerial imagery was useful as a reflection of the most up to date ground conditions within the Order Limits. Grassland and fields, identified through the aerial survey, where there is a greater potential to identify any earthworks through probable limited disturbance from agricultural activity were scoped in despite the age of the field.				
9-2.1086	Support National Grid's commitment to consider any effects on the Historic Environment associated with mitigation proposals for other environmental receptors. However, concern about whether there will be enough time to complete the necessary surveys, including the trial trenching	A programme of geophysical surveys and trial trenching has begun on priority areas prior to commencement of ground works for the Project. The geophysical survey is targeted on areas of underground cable and associated infrastructure, compounds and associated infrastructure, construction and highways laydown areas, areas where known assets where high or medium value heritage assets are located. The priority areas for archaeological		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		trial trenching are within the underground cable route, Cable Sealing End (CSE) compounds, proposed substation areas and temporary site compounds. The reports are located in Appendix 11.3 EACN Substation Geophysical Survey Report (document reference 6.11.A3), Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4) and Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5).				
9-2.1087	Suggest the Draft Outline Code of Construction Practice (CoCP) should include a section similar to that in the Preliminary Environmental Information Report (PEIR) paragraph 11.7.7 as a main Heritage Objective (HO) number from the start. Concern underground cables will significantly impact a number of heritage assets. Concern as the construction of the haul road through a rural area, where archaeological deposits are only at a shallow level (approximately 0.30m on average), will have similar impacts	The Outline Code of Construction Practice (CoCP) (document reference 7.2) contains commitments on mitigation. Where the underground cables, and associated infrastructure is located, this has been deemed areas of priority for geophysical survey and archaeological trial trenching. The area has largely now been surveyed (crop and land access have temporarily halted surveys on some areas). The reports are located in Appendix 11.3: EACN Substation Geophysical Survey Report (document reference 6.11.A3), Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4) and Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). The temporary haul road will also form an area for geophysical survey and trial trenching if required. The geophysical survey and trial trenching will aid in the identification of archaeological heritage assets (below ground) that would be impacted by the underground		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		cable and haul road. The trial trenching will aid in the characterisation and dating of heritage assets. The results of the survey and trial trenching will aid in future mitigation plans that will be discussed with the relevant LPA archaeological officer.				
9-2.1088	Request within the Preliminary Environmental Information Report (PEIR) paragraph 11.8.11 detailed reasons should be provided for why mitigation is not proposed on non-designated heritage assets (NDHAs) that are being impacted by non-significant permanent negative effects	The Outline Code of Construction Practice (CoCP) (document reference 7.2) contains commitments on mitigation. Where the underground cables, and associated infrastructure is located, this has been deemed areas of priority for geophysical survey and archaeological trial trenching. The area has largely now been surveyed (crop and land access have temporarily halted surveys on some areas). The reports are located in Appendix 11.3: EACN Substation Geophysical Survey Report (document reference 6.11.A3), Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4) and Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). The temporary haul road will also form an area for geophysical survey and trial trenching if required. The geophysical survey and trial trenching will aid in the identification of archaeological heritage assets (below ground) that would be impacted by the underground cable and haul road. The trial trenching will aid in the characterisation and dating of heritage assets. The results of the survey and trial trenching will aid in future		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		mitigation plans that will be discussed with the relevant LPA archaeological officer.				
9-2.1089	Paragraph 11.9.6 of the Preliminary Environmental Information Report (PEIR), states that reducing the Stour crossing to a single crossing would be beneficial. In relation to this, the respondent has noted that appropriate archaeological and geoarchaeological assessments in the area would help determine the best option. However, either option will have a significant archaeological impact on known heritage assets	A programme of geoarchaeological and geotechnical investigations was undertaken to determine the potential for deposits of geoarchaeological and paleoenvironmental significance that may be impacted by development. A total of 16 geotechnical investigation interventions were monitored within the Stour Valley. The results were reported in Environmental Statement (ES) Appendix 11.6: Geoarchaeological Monitoring of Ground Investigation Works Report (document reference 6.11.A6) is proposed and currently under excavation along the underground route in Section C and the Stour Valley. Any geoarchaeology or paleoenvironmental deposits encountered will be investigated or reported during this stage. The area within the Stour valley where the underground cable and associated infrastructure is located has been deemed a priority area for geophysical survey and archaeological trial trenching. The majority of the impacted area has already been subject to geophysical survey, where possible (ground conditions, land access and crops have had an effect on the surveys progress) which has informed, along with the HER results, cropmark analysis and aerial photography assessment the placement of archaeological trial trenches.		X		
9-2.1090	Concern, in section 1.5.4 of the Preliminary Environmental Information Report (PEIR), certain	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	data has not been considered in identifying the route, locations of the pylons, and the undergrounding sections. Suggest aerial photographic rectified data and cartographic data is used for understanding the impact on below-ground deposits, especially in areas where undergrounding or ground disturbance is proposed. The data will also be important in influencing the location of pylons so that known or identified heritage assets can be protected. Suggest the large collections of aerial photographs held by the local authorities are assessed and all cropmarks appropriately rectified. Concern as reference to paleoenvironmental and geoarchaeological deposits is missing from section 1.5.4 and section 11.5.26 of the PEIR. Note Essex has spatial data for Palaeolithic potential available as a Geographic Information Survey (GIS) layer, which will be important for assessing the potential impact on buried deposits within the undergrounding sections in Essex, especially Thurrock and Tendring. Request a geoarchaeological Desk-Based Assessment (DBA) will need to be included with the submitted documentation	environment. As part of the Environmental Statement (ES) Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) aerial photograph, cropmark analysis and cartographic data was obtained and assessed for the Order Limits and 250m Study Area. This revealed several previously unknown heritage assets. Several of these would be impacted by the Project and were assessed in Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2). A programme of geoarchaeological monitoring on geotechnical investigation groundworks has been undertaken to determine the potential for deposits of geoarchaeological and paleoenvironmental significance that may be impacted by the Project throughout the Order Limits. The results of the investigation can be found in ES Appendix 11.6: Geoarchaeological Monitoring of Ground Investigation Works Report (document reference 6.11.A6). Archaeological trial trenching is proposed in locations of cable undergrounding (and associated infrastructure) and compounds (and associated infrastructure) and currently under excavation within several priority areas across the Project. Any geoarchaeology or paleoenvironmental deposits encountered will be investigated or reported during this stage.				

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9-2.1092	Within section 4.7.11 of the Preliminary Environmental Information Report (PEIR), comments that the temporary closure of Public Rights of Ways (PROWs) may impact the ability to appreciate the significance of heritage assets. Request this is assessed	This has not been discussed in any of the heritage Baseline Reports, annexes or appendices nor in the ES nor its appendices. Historic England makes it clear that the ability to experience an asset does not add or detract from its significance and would therefore not be a consideration for the Historic Environment assessment.		X		
9-2.1093	Relating to Section 5.6.8 of the Preliminary Environmental Information Report (PEIR), in terms of built heritage, there is clear national guidance on assigning significance. It states that a building is listed when it is of special architectural or historic interest, considered to be of national importance, and therefore worth protecting (Historic England, Living in a Grade l, Grade II* or Grade II listed Building. 2012). Request within Table 5.1, all listed buildings should be considered, at a minimum, of high value or sensitivity, as their designation indicates they are of national significance. A scale within this category of 'high value' could be agreed to differentiate between Grade I, Grade II*, and Grade II buildings. Suggest, some non-designated heritage assets (NDHAs) should be considered of medium value as they may be of regional importance. Request the baseline report is amended to reflect this categorization of all designated heritage assets as 'high value'	All scoped in designated heritage assets within 3 km of the Order Limits are considered in the Historic Environment assessment for the Project (Environmental Statement ES) Chapter 11: Historic Environment (document reference 6.11)). The value of heritage assets methodology (created from Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment (Historic England, 2008, Guidance on Heritage Impact Assessments for Cultural World Heritage Properties Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (ICOMOS), 2011, Guidance and Toolkit for Impact Assessment in a World Heritage Context (United Nations Educational, Scientific and Cultural Organization (UNESCO), International Centre for the Study of the Preservation and Restoration of Cultural Property (ICCROM), ICOMOS and International Union for Conservation of Nature (IUCN), 2022) and DMRB LA 104 and LA 106 (National Highways 2020 and professional judgement) within Chapter 11: Historic Environment (document reference 6.11) was agreed with stakeholders and utilised.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage and taken feedback into account during Project development.				
9-2.1094	Suggest conservation areas should be referenced in paragraph 11.1.1 of the Preliminary Environmental Information Report (PEIR) (although it is noted that conservation areas are referred to in paragraph 11.6.6 and have been assessed in Appendix 11.2 of the PEIR).	Conservation Areas within 2 km of the Project were assessed in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). Those that would be impacted by the Project were taken forward and their impacts assessed in Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2).		X		
9-2.1095	Respondent notes that there is need for engagement with National Grid to agree on the methodology and selection process for viewpoint assessments within section 11.4.2 of the Preliminary Environmental Information Report (PEIR). Criticism as the methodology for assessing heritage-specific viewpoints presented in March 2023 is insufficient in scope, with limited information provided on the reasons for including or omitting numerous assets. Query as it is unclear whether the viewpoints proposed for assessment within the Environmental Statement (ES) will be agreed with the Local Planning Authorities (LPAs) prior to assessment or	As of March 2025, 57 historical viewpoints have been identified and assessed. Heritage viewpoints are presented in within Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) and shown on Figure 13.7: Visual Receptors and Viewpoints (document reference 6.13.F7). Document 6.13.A1 Landscape and Visual Methodology section 13.4 LVIA Method for Assessing Landscape Effect as well as Method for Assessing Visual Effects also discusses heritage viewpoints. Heritage specific viewpoints are included in Visualisations (document reference 7.12). These have been agreed with stakeholders.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	based solely on National Grid's assessment criteria. There should be scope for creating an agreed list of viewpoints before the ES is written, following detailed discussions. Criticism as the table states that '*An agreed list of heritage viewpoints will be presented in the ES,*' but no details are given on how this will be agreed. Concern as the comments on LPA engagement regarding viewpoints make no reference to non-designated heritage assets (NDHAs); however, these are described as being under discussion with Historic England. Criticism of this two-pronged approach, differing between Historic England and the LPAs					
9-2.1096	Within section 11.5.3 of the Preliminary Environmental Information Report (PEIR), the principles of the Study Area are agreed, however criticism as the existing Study Area for the Historic Environment Baseline Report, and the PEIR, are not based on the current preferred alignment and thus subject to change	The Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) were updated in May 2025 and Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) was updated in April 2025. The Study Areas for the heritage assets were defined in the EIA Scoping Report (document reference 6.19) the Study Areas for the Historic Environment comprise the Order Limits plus a 250 m buffer for non-designated heritage assets. In addition, two wider Study Areas have been defined: 2 km from the Order Limits - for all designated heritage assets (scheduled monuments, Grade I, II* and II listed buildings, and		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Grade I, II* and II registered parks and gardens and conservation areas) and up to 3 km from the Order Limits - for designated assets of the highest value (scheduled monuments, Grade I and II* listed buildings and Grade I and II* registered parks and gardens). For the ES Chapter 11: Historic Environment (document reference 6.11) and associated Appendices 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2), any non-designated heritage asset that was of medium value and its setting extended into the Order Limits was included. The historic environment baseline will change due to assets identified through geophysical survey and archaeological trial trenching.				
9-2.1097	In relation to section 11.5.16 of the Preliminary Environmental Information Report (PEIR), states that the development will not result in any direct impacts to listed buildings or locally listed buildings. Therefore, it is reasonable to base the scoping exercise on assessing which built heritage assets are likely to experience changes to their settings due to the development project, during either construction or operation (and maintenance). However, several conservation areas (or parts of them) fall within the Draft Order Limits (DOL) and have the potential to be directly impacted by the	No conservation areas fall within the Order Limits as of March 2025. However, several will experience impacts to their setting. This was examined in the Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2). The assessment of heritage assets presented is based on a thorough review of available sources, including historic mapping, archival research, and site-based observations. National Grid is confident that the assessment of the areas reflects a proportionate and		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	development project. In these instances, a setting assessment alone will not be sufficient. Suggest a full Heritage Impact Assessment be conducted for conservation areas within the DOL, as they are likely to have a direct impact on their significance as a consequence of the proposals	robust understanding of its historical, evidential, and contextual significance in line with relevant guidance and professional standards.				
9-2.1098	In relation to paragraph 11.5.17 of the Preliminary Environmental Information Report, suggestion that vibration assessments should include heritage assets within 30 m of construction access routes, utility diversions, or work areas, as these assets may experience impacts from vibration caused by Heavy Goods Vehicle (HGV) movements during the construction phase. Commitments and recommendations regarding noise and vibration, including stopping work in the event of unacceptable impacts, monitoring vibration, and reducing vibration (or providing other mitigation), should be part of the Code of Construction Practice (CoCP). Additionally, pre-commencement condition surveys could provide a baseline to identify and assess any impacts	National Grid acknowledges the concern raised regarding potential structural impacts due to vibration during the construction phase. The Environmental Statement (ES) includes assessment of potential vibration impacts, including consideration of sensitive receptors such as heritage buildings. National Grid will ensure that vibration controls are implemented in accordance with the Outline Code of Construction Practice (CoCP) (document reference 7.2), including construction method selection and, where appropriate, site-specific monitoring and pre-commencement condition surveys. These controls are designed to prevent damage to nearby properties and will be secured through the final CoCP and contractor management processes.		X		
9-2.1099	Criticism that in paragraph 11.5.19 of the Preliminary Environmental Information Report (PEIR), the buildings within settlements were scoped out based on a desk-based assessment rather than a site visit. Criticism as topography is very difficult to judge from a desk-based situation and suggest these	Annex E - Scoped Out Listed Buildings of Chapter 11: Historic Environment of the Environmental Statement (ES) notes the scoped out listed buildings assessment. The scoped-out methodology was agreed with stakeholders and can be found in section 3.11 of the ES		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	settlements should have been visited to make an assessment	Chapter 11: Historic Environment (document reference 6.11).				
9-2.1100	In relation to paragraph 11.5.23 of the Preliminary Environmental Information Report (PEIR), the settings survey conducted between autumn 2022 and summer 2023. Criticism as it is unclear if future development, such as permitted schemes or partially constructed development, were considered and informed the assessment. Suggest a thorough and detailed setting assessment based on up-to-date and relevant project design information is critical to understanding the contribution the setting of a heritage asset makes to its significance, how and to what degree the development project will impact that setting and significance of each heritage asset, and to inform any mitigation strategy. Suggest a review of the survey, assessing if any change has occurred which alters the conclusions	Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) assesses the significance of the setting of heritage assets, including those that have group value, and how the setting contributes to significance of the asset. Setting assessment, setting survey and methodology was stipulated in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). The setting survey was conducted between Autumn 2022 and Spring 2025. All settings were assessed at the time of survey and that informed that Baseline Report. No future schemes were considered as effecting the setting of a heritage asset. The Baseline Report fed in the ES Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) where a detailed assessment of the impacts to heritage assets and their setting was undertaken		X		
9-2.1101	Suggest consultation of historic maps is not limited to those listed in paragraph 11.5.26 of the Preliminary Environmental Information Report (PEIR), as other local and regional maps are likely to be available. Suggest the use of historic photography to inform the Environmental Statement (ES) should not be limited to historic aerial photography. Supportive of the	In Environmental Statement (ES) Appendix 11.1: Historic Environment Baseline Report (Historic Environment Assessment Methodology section 3.3 Data Gathering), the section states the data sources – historic maps from local archives also included estate maps and other pre-OS maps, historic OS maps were also used for the route and Study Area. Other sources used were		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	inclusion of protected lane data is welcomed, as these areas also have the potential to be impacted by noise and vibration	aerial photography, historical aerial photography and LiDAR. Also previously unrecorded assets were identified during the walkover survey. All these were added to Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1).				
9-2.1103	Concern as in section 11.5.29 of the Preliminary Environmental Information Report (PEIR), it is unclear whether the assessment of setting, and its contribution to the value (significance) of heritage assets, includes views towards, from, and including heritage assets. This assessment would be challenging without a site visit. For scoped-in Listed Buildings and Conservation Areas, where the setting of the asset extends to the Draft Order Limits (DOL), relevant viewpoints should be taken forward for assessment as part of the Landscape and Visual Impact Assessment (LVIA) or a Heritage and Townscape Visual Impact Assessment	The Environmental Statement (ES) Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) assesses the significance of the setting of heritage assets, including those that have group value, and how the setting contributes to significance of the asset. Setting assessment, setting survey and methodology was stipulated in Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The setting survey was conducted between Autumn 2022 and Spring 2025. Key views were noted from heritage assets especially if they were towards site. Conservation area appraisals were reviewed before undertaking survey to assets to establish the key views and these were then visited. The results have been used to inform the setting assessment presented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and used to inform the impact assessment in the ES. Any views to the Order Limits or impact to the setting of the assets were identified and assessed in Chapter 11: Historic Environment (document reference 6.11),		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2).				
9-2.1104	In paragraph 11.5.31 of the Preliminary Environmental Information Report (PEIR), it states that assessments are an iterative process subject to change and updates as the Project design evolves. This process may require undertaking Steps 1, 2, and 3 of the assessment set out in Historic England's guidance GPA3: The Setting of Heritage Assets (2017) when design changes are considered. Design changes may affect the accuracy of the Historic Environment Baseline Report	The Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) was updated in May 2025 and Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) was updated in April 2025 due to the alteration of the Order Limits. Steps 1,2,3 of HE GPA3 were used during the assessment stages of the reports specifically in Historic Environment Baseline Annex C Methodology (see ES Chapter 11: Historic Environment (document reference 6.11)). This report fed into the ES chapter and appendix.		X		
9-2.1105	In relation to paragraph 11.5.34 of the Preliminary Environmental Information Report (PEIR), suggest the need for re-assessment of heritage assets that may have previously been scoped out due to distance but have the potential to be impacted by project design changes. Some designated heritage assets, such as letter boxes, milestones, and telephone kiosks, will not require new or reassessment as they do not have settings that will be impacted. The typologies not requiring reassessment can be agreed upon with National Grid	The methodology by which designated assets have been included/omitted from the Environmental Statement (ES) is set out in Annex C – Historic Environment Assessment Methodology of the Historic Environment Baseline Report (document reference 6.11.A1) and Annex E – Scoped out Listed Buildings (see Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1)). The methodology presented is in accordance with the methodology presented in the EIA Scoping Report (document reference 6.19) and agreed through the EIA Scoping Opinion (document reference 6.20).		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		However, some assets that were scoped out due to limited settings, were scoped back in if they were in close proximity to the Order Limits or were within the Order Limits.				
9-2.1106	Criticism that neither low heritage value nor a low magnitude of impact will negate the requirement for mitigation, as outlined in paragraph 11.5.35 of the Preliminary Environmental Information Report (PEIR). The assessment of impact, expressed as Significance of Effect, should be translated into harm to significance in terms of the Department for Energy Security and & Net Zero's Overarching National Policy Statement (NPS) for Energy (EN-1). Suggest where less than substantial harm is found to the significance of a designated heritage asset, the level of less than substantial harm should be assessed and stated on a scale ranging from very low to high. Suggest the scale of any harm or loss to the significance of non-designated heritage assets (NDHAs) should also be assessed and stated	Within Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.2: Historic Environment Assessment Tables (documents reference 6.11.A2) and Appendix 11.7: Assessment of Harm to Designated Heritage Assets (document reference 6.11.A7) all heritage assets that are of low heritage value and/or that will have a low magnitude of impact will be mitigated. The agreed magnitude of impact ranges from high, medium, low, negligible, no change. The implementation of the archaeological mitigation would reduce the magnitude of impact to negligible, resulting in a direct, permanent negligible adverse significance of effect (not significant). The terminology used in the ES was agreed with stakeholders prior to assessment.		X		
9-2.1107	Criticism that there is no information as to how non-designated heritage assets (NDHAs) have been identified. Request for information and clarification about whether identified NDHAs were based on the HER and/or local lists only, or if further NDHAs were identified as part of the desk-based assessments (DBAs), site walkovers, and setting assessments?	In Environmental Statement (ES) Appendix 11.1: Historic Environment Baseline Report (Historic Environment Assessment Methodology section 3.3 Data Gathering), the section states the data sources – for non-designated heritage assets these included HER searches, LPA websites for locally listed buildings and protected lanes, archaeological grey literature reports,		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		published archaeological journals and monographs, local history books, pamphlets and websites, historic maps, aerial photography, historical aerial photography, LiDAR. Also previously unrecorded assets were identified during the walkover survey. All these were added to Annex C of Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1).				
9-2.1108	In relation to paragraph 11.7.4 of the Preliminary Environmental Information Report (PEIR), suggestion that standard mitigation measures, comprising management activities and techniques, should be implemented during construction to limit effects, in line with policy and good practice. Suggestion that additional mitigation (beyond embedded and standard) should be targeted and site-specific	The Outline Code of Construction Practice (CoCP) (document reference 7.2) and Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS-WSI) (document reference 7.5) stipulates the mitigation measures for impacts to below ground archaeological remains and impacts through changes in an asset's setting. Geophysical survey and archaeological trial trenching has been undertaken and is ongoing for the 400 kV underground cable, Cable Sealing End (CSE) compounds, substations and construction compounds. These works have been undertaken in line with the WSIs agreed with the relevant stakeholders. Sufficient archaeological survey data has been gathered to undertake a robust impact assessment and design mitigation. This will be supplemented post submission with further survey data and presented in an addendum to the ES ahead of DCO examination. The approach to providing Supplementary Environmental Information (SEI) for archaeology post DCO submission has been		X		

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		agreed with Historic England and the archaeological advisors for Norfolk County Council, Suffolk County Council and Essex County Council. The SEI is not expected to introduce any additional significant effects to those presented in the ES and would provide more detail around mitigation. Further details are provided in Chapter 11: Historic Environment (document reference 6.11).				
9-2.1109	In relation to paragraph 11.7.5 of the Preliminary Environmental Information Report (PEIR), suggestion that vegetation loss within 3km of the Draft Order Limits (DOL) should be carefully assessed. Vegetation loss justified for scoping out heritage assets should be avoided. Where it cannot, the asset must be re-assessed, following steps 2, 3 and 4 of Historic England's guidance GPA3: The Setting of Heritage Assets (2017)	The methodology and approach adopted for the assessment has been developed in accordance with recognised best practice and discussed and agreed with relevant stakeholders during the scoping stage and through subsequent thematic working group meetings. The assessment is informed by national guidance, including Historic England's *Good Practice Advice Note 3: The Setting of Heritage Assets* (2017), with appropriate consideration of Steps 2, 3, and 4. National Grid is confident that the approach is both robust and proportionate.		X		
9-2.1110	In relation to paragraph 11.8.4 of the Preliminary Environmental Information Report (PEIR), suggestion that assessment of the contribution of setting to the significance of non-designated heritage assets (NDHAs) should be carried out as part of the Environmental Statement (ES). Suggestion that this should also be reviewed once the effects of the construction phase of development have been assessed	All non-designated heritage assets within the 250 m Study Area were assessed, including their setting, and their heritage value and significance (including their setting significance and whether this contributed to the heritage value of the asset) was assessed in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The impact to the setting of these assets, if they extended into the Order Limits, was investigated in Chapter 11: Historic Environment		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference 6.11) and Appendix 11.2 Historic Environment Assessment Tables (documents reference 6.11.A2).				
9-2.1111	Within paragraph 11.8.18 of the Preliminary Environmental Information Report (PEIR), the assessment identified 14 *'not significant'* permanent positive effects to listed buildings in sections B, C, E, and G, and one to a scheduled monument (Offton Castle, NHLE: 1006049) in section B. This is due to the removal of existing overhead lines and their replacement with underground cables or the placement of the 2024 proposed draft alignment further away from the asset than the existing overhead line. Query if these are to be identified as public (heritage) benefits arising from the Project	The Preliminary Environmental Information Report (PEIR) was a preliminary document for the purpose of statutory consultation. The Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.2 Historic Environment Assessment Tables (document reference 6.11.A2) identify a small number of not significant beneficial effects to designated and non-designated heritage assets due to removal of existing low voltage overhead line infrastructure. These have not been specifically identified as public benefits arising from the Project (for example in ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15)).		X		
9-2.1112	Table 4.2 in Chapter 4 of Volume 1 of the Preliminary Environmental Information Report (PEIR) includes mitigation measures to avoid and reduce significant effects. Query as it does not explicitly reference measures that change the impact of the proposal on the setting of heritage assets	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including all designated heritage assets and their setting. During construction standard mitigation would be adopted as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Changes to the setting of an asset (both designated and non-designated, built or archaeological) would be temporary and would be reversed once the construction phase is completed. Therefore, no additional mitigation measures are proposed during the construction phase. No		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. During the operation phase there is no proposed mitigation.				
9-2.1113	Within Appendix 4:1 of the Draft Outline Code of Construction Practice (CoCP) standard mitigation measures are outlined, however concern as these measures appear to only relate to archaeological assets. National Grid will inform the Local Planning Authority (LPA) if new heritage assets are discovered or found to be more significant than initially thought. Concern as this does not reference buildings and is assumed to only pertain to the uncovering of new archaeological finds or if known find spots or features are larger or more significant than previously thought when works occur	The Outline Code of Construction Practice (CoCP) (document reference 7.2) and the mitigation in Environmental Statement (ES) Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) states that, in relation to the setting of built and archaeological remains: standard construction mitigation would be adopted as detailed in the Outline CoCP (document reference 7.2). Changes to the setting would be temporary and would be reversed once the construction phase is completed. Therefore, no additional mitigation measures are proposed during the construction phase. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including all built heritage assets, designated and non-designated. No physical impact will occur to any built heritage asset.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		A walkover survey was conducted as part of the Project and any previously unrecorded built heritage asset was identified. The walkover survey results was sent to stakeholders for comment.				
9-2.1114	In paragraphs 5.7.13-14 within the Preliminary Environmental Information Report (PEIR), it is concluded the Waveney Valley Alternative (WVA) will not result in any additional significant effects if the alternative is used. If implemented, it will include the reinstatement of historic field boundaries, which will reduce the effect from significant to neutral. Further information is required to understand how field reinstatement can truly negate the impact of new cable routes	The Waveney Valley Alternative no longer forms part of the Project.		X		
9-2.1115	Within the Historic Environment Baseline Report, it provides a chronological description of the Project area, divided into eight geographical regions (A-H). Each section describes the location, topography, geology, historic landscape, archaeological, and built heritage assets within each section. It is split into time periods, and includes brief descriptions of some listed and non-designated buildings and their settings. Section C includes Babergh District, Colchester City, and Tendring District Councils, while Section G contains Brentwood and Basildon Borough Councils. Suggest that each section relates to a single Local Planning Authority (LPA) for ease of	As stated in Annex C Historic Environment Assessment Methodology (see Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1)) presentation within this Baseline Report has been split based on Project Sections, which aids discussion and marks areas of relevant interest for heritage officers responsible for the stewardship of specific areas of the Project. Embedded within this is a further split in discussion based on archaeology, built heritage and historic landscape characterisation. This was agreed with stakeholders prior to writing. In Environmental Statement (ES) Appendix 11.1: Historic Environment Baseline Report (Historic		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	assessment. Non-designated heritage assets (NDHAs) within the PEIR are primarily taken from Historic Environment Record (HER) data, focusing on archaeological sites or find spots. Concern as it is unclear if the walkover survey identified any buildings that could be considered NDHAs; this information must be included in the Environmental Statement (ES) chapter (as per paragraph. 1.5.4). National Grid state viewing LPA websites for information on Locally Listed Buildings, however concern as it is unclear which NDHAs are on a local list from the documentation compiled. If all designated heritage assets are agreed to be of high value, the Baseline Historic Environment Report will need to be amended to reflect this. Re-assessment of non-designated buildings described in the text is also required, as some may be considered of medium significance due to their regional importance	Environment Assessment Methodology section 3.3 Data Gathering), the section states the data sources – for non-designated heritage assets these included HER searches, LPA websites for locally listed building and protected lanes, archaeological grey literature reports, published archaeological journals and monographs, local history books, pamphlets and websites, historic maps, aerial photography, historical aerial photography, LiDAR. The walkover survey also identified built heritage and archaeological features not previously recorded. All newly identified assets (that did not form part of the HER data) were assessed in the Baseline Report, and where necessary taken forward to be assessed in the ES. The value of heritage assets methodology (created from Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment (Historic England, 2008, Guidance on Heritage Impact Assessments for Cultural World Heritage Properties Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (ICOMOS), 2011, Guidance and Toolkit for Impact Assessment in a World Heritage Context (United Nations Educational, Scientific and Cultural Organization (UNESCO), International Centre for the Study of the Preservation and Restoration of Cultural Property (ICCROM), ICOMOS and International Union for Conservation of Nature (IUCN), 2022) and DMRB LA 104 and LA 106 (National Highways 2020 and professional judgement) within chapter 6.11 of the ES chapter was agreed with stakeholders and utilised.				

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9-2.1116	Suggest that Sections A-H in Appendix 11.1 Historic Environment Baseline Report: Annex B Gazetteer should be divided by individual district rather than being grouped together. Suggest the Gazetteer should be updated to include a column specifying if a building is locally listed. Another column should differentiate between each type of non-designated heritage assets (NDHAs), such as find spots, crop marks, buildings, and pill boxes	As stated in Annex C Historic Environment Assessment Methodology (see Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1)) presentation within this Baseline Report has been split based on Project Sections, which aids discussion and marks areas of relevant interest for heritage officers responsible for the stewardship of specific areas of the Project. Embedded within this is a further split in discussion based on archaeology, built heritage and historic landscape characterisation. The gazetteers in Annex B Gazetteers (see Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1)) are set out with their sub-sections A-H. For non-designated heritage assets, the heading of the gazetteer are: Project ID, Source Reference, Reported Period and Name. This was agreed with the stakeholders prior to writing.		X		
9-2.1117	Support within The Historic Environment Baseline Report: Annex C Cultural Heritage EIA Methodology Document where decommissioning effects have been excluded from this assessment due to the Project's expected long operational period, on the provision of a guarantee within the Development Consent Order (DCO) that decommissioning of the Project will require appropriate assessment Concern as conservation area appraisals and local lists are not included in the consulted sources outlined in paragraph 3.3.2 of the baseline report.	Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) states the sources of information used – bullet point two refers to the LPA website for information on locally listed buildings and bullet point four refers to the conservation area shapefile supplied by Historic England that was cross referenced with the LPA website for accurate data. The structure of the baseline report and its gazetteer was agreed upon by stakeholders prior to submission. A site walkover of the Order Limits and setting survey of designated assets within the Study Areas has been		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Criticism as in paragraph 3.4.2, it states that the Baseline Report is split based on archaeology, built heritage and historic landscape characterisation. However, the baseline report is split between a time period, with sub-categories of designated and non-designated heritage assets (NDHAs). Suggest the methodology or baseline report should be updated to ensure they reflect each other. Suggest a split as per the methodology (between archaeological, built and landscape features). Table 3.1 indicates Proposed Gazetteer Headings which includes a column for Monument Type and Asset Group – criticism as neither of which are included in the submitted Gazetteer and suggest including these columns. The Walkover Survey within paragraphs 3.6.4 and 3.7, focuses on archaeology, and suggest consideration given to the potential for built non-designated heritage assets to be present throughout the Draft Order Limits (DOL) and in districts where there is no Local List. Concern, as per comments on the main PEIR text, that non-designated built heritage assets are likely to be missed and not assessed based on the current methodology. Suggest Table 1.2: is amended, if agreed, to place Grade II listed buildings in the High, rather than Medium, category. Suggest Table 2.1: Criteria for quantifying the	undertaken to inform the baseline and assessment in the ES. The site walkover survey was undertaken between Spring 2023 and Spring 2025. The setting survey was conducted between Autumn 2022 and Spring 2025. The results are presented in Annex D of Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and the setting survey was used to inform the impact assessment in the ES. Built heritage assets identified during the surveys which had not been previously recorded by HERs or Historic England were recorded and formed part of the baseline report, where their heritage value and significance were assessed, those that would be impacted by the Project (physically or settings wise) were included in the ES. The value of heritage assets methodology (created from Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment (Historic England, 2008, Guidance on Heritage Impact Assessments for Cultural World Heritage Properties Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (ICOMOS), 2011, Guidance and Toolkit for Impact Assessment in a World Heritage Context (United Nations Educational, Scientific and Cultural Organization (UNESCO), International Centre for the Study of the Preservation and Restoration of Cultural Property (ICCROM), ICOMOS and International Union for Conservation of Nature (IUCN), 2022) and DMRB LA 104 and LA 106 (National Highways 2020 and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	magnitude of impact to heritage assets. The descriptions and magnitude of impact are agreed	professional judgement) within Chapter 11: Historic Environment of the ES (document reference 6.11) was agreed with stakeholders and utilised.				
9-2.1118	Criticism as in Section 5: Mitigation, no proposals for mitigation are given, only stating mitigation '*will be proportionate'*. Suggests that examples of mitigation measures are provided, such as considering the alignment in relation to the setting of heritage assets, exploring the possibility of relocating pylons, or implementing additional planting or screening	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including all designated heritage assets. During construction standard mitigation would be adopted as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2) (commitments H01-H08). Changes to the setting of an asset (both designated and non-designated, built or archaeological) would be temporary and would be reversed once the construction phase is completed. Therefore, no additional mitigation measures are proposed during the construction phase. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. During the operation phase there is no proposed mitigation.		X		
9-2.1119	In relation to Appendix 11.2 of the Preliminary Environmental Information Report (PEIR), suggest that Sections A-H be divided by individual Local Planning Authorities (LPAs). Suggest including addresses (full address or postcode as minimum) for all heritage assets. Currently, the Easting and	A. The structure of the Preliminary Environmental Information Report (PEIR), was agreed upon by stakeholders prior to submission. B. The structure of the gazetteers in Annex B Gazetteers (see Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1)) and Appendix		X		

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	Northing are included in the Gazetteer, but the assessment tables simply refer to an asset by name. Suggest the assessment tables are updated to reflect an updated value for all heritage assets (if the approach that all designated heritage assets are of high value is agreed upon). Suggest that all thematic meetings occur with Historic England present, as well as the local authorities' conservation officers. Additionally, other statutory consultees, such as National Landscapes, should be present when impacted landscapes form part of the setting of a designated heritage asset	11.2 - Historic Environment Assessment Tables) was agreed upon by stakeholders prior to submission. C. The approach to the valuation of designated heritage assets referred to in comment C has not been adopted. D. All relevant stakeholders were present for engagement and discussion on heritage assets. Attendees at heritage related meetings will continue to be reviewed dependent on topic areas.				
9-2.1120	The respondent discusses the impact of overhead cables along the full extent of Sections F and G. The main impact on below-ground deposits will be due to the construction of a haul road, which requires up to 21 m of land take to accommodate two lorries along the route. Additionally, foundations of 60 x 60 m will be needed for crane bases at each tower during construction. The route is in close proximity to Ingatestone Hall and its associated heritage assets, and this impact has been identified in the Baseline report. Concern as the area which the route travels has had very little previous archaeological work, and the geological nature of this block means that aerial photographic evidence is fairly limited. No geophysical assessment is proposed at this stage. Suggest consideration will need to be given to the	The route of the haul road and the pylon construction areas have been identified as areas of below ground impact which could potentially affect archaeology. Archaeological evaluation is proposed for these construction works areas, with geophysical survey in the first instance. The scope of the Phase 2 fieldwork is in discussion with the relevant stakeholders. These elements of the Project have already been evaluated where they coincide with known medium/high value archaeological assets in the priority geophysical survey areas.		X		

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	best methods for identifying previously unknown sites and allowing appropriate time for investigation within the Environmental Statement (ES)					
9-2.1121	The route of the new power lines route passes through the western edge of Basildon Borough Council, extending from the district's boundary with Chelmsford City Council (CCC) in the north and roughly following the borough's boundary with Brentwood Borough Council to the west, passing through Thurrock to the south. The line largely avoids larger settlements and villages but concern the Little Burstead Conservation Area is partially within the 1 km buffer zone of the Proposed Order Limits (POL)	National Grid has worked to minimise potential impacts on the historic environment through strategic routeing and siting measures. The alignment has been developed to avoid direct impacts on designated heritage assets and to reduce potential effects on their settings where possible. The assessment of conservation areas has been carried out using a robust and systematic methodology in line with established best practice, including Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (Second Edition, 2017). This methodology was developed, discussed, and agreed with key stakeholders through the scoping process and thematic working group meetings. The assessment of Little Burstead (CA14) as detailed in Environmental Statement (ES) Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) concludes that there are no significant effects on the conservation area. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		scale that would visually adversely alter the setting of the asset. Required mitigation measures are located within the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5), and further mitigation is set out in the Outline Code of Construction Practice (CoCP) (document reference 7.2).				
9-2.1122	The Project is not expected to have direct impacts on any built heritage assets, except for conservation areas. Concern, there will be indirect impacts on numerous designated and non-designated heritage assets due to changes in their setting. The level of impact is influenced by factors such as proximity to the new overhead cable route, visual receptors, noise, and construction impacts. Criticism as the documents provided do not clarify what mitigation, if any, will be afforded to the setting of heritage assets. Basildon Borough is included in Section G of the Gazetteer, along with Brentwood Borough Council. Concern as separate datasets for individual districts within this section have not been provided, making it difficult to analyse the effects of the proposals on heritage assets within Basildon	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including all designated heritage assets. All scoped in designated heritage assets within 3 km of the Order Limits are considered in the Historic Environment assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		techniques and to take their views into account during Project development. During construction standard mitigation would be adopted as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Changes to the setting of an asset (both designated and non-designated, built or archaeological) would be temporary and would be reversed once the construction phase is completed. Therefore, no additional mitigation measures are proposed during the construction phase. In addition, any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. During the operation phase there is no proposed mitigation. The heritage assets within the ES Chapter 11: Historic Environment (document reference 6.11) and ES Appendix 11.3: EACN Substation Geophysical Survey Report (document reference 6.11.A3) have been split up into eight areas. This was agreed upon with the stakeholders. The eight areas include LPA areas: South Norfolk (Area A), Mid Suffolk (Area B), Babergh (Area C), Colchester (Area C and D), Tendring (Area C), Braintree (Area E), Chelmsford (Area F and G), Brentwood (Area F and G), Basildon (Area G), and Thurrock (Area H). There are a further four Local Planning Authorities within the 2 km Historic Environment Study Area: Breckland (Area A), Ipswich (Area C), Maldon (Area E), and Gravesham (Area H)) and a further three Local Planning Authorities within the				

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		3 km Historic Environment Study Area (Epping Forest (Area F), Uttlesford (Area F) and Norwich (Area A)).				
9-2.1123	Criticism that in Section G, the highest significance of effect identified for designated heritage assets is *'Significant Negative Effect*,' but this has not been expressed in National Policy Statement (NPS) EN-1 or National Planning Policy Framework (NPPF) terms. National Grid's assessment indicates this level of effect will be assigned to nine heritage assets in Section G, though this may change with amendments to the methodology and categorisation of heritage value, as well as any project design changes. For non-designated heritage assets, the incomplete Gazetteer makes it difficult to differentiate between built and archaeological heritage assets. Suggest there will be an impact on the setting of non-designated built heritage assets, with the highest level of harm identified as 'Significant Permanent Negative Effect.' Suggest cannot comment on individual heritage assets as there is a requirement for amendments to the methodology and information provided to date	Significance of effect has been derived using the matrix set out in Chapter 5: EIA Approach and Method (document reference 6.5). This has been supplemented by professional judgement which, where applicable, has been explained to give the rationale behind the values assigned. Likely significant effects, in the context of the EIA Regulations, are effects of moderate or greater major significance. Appendix 11.7: Assessment of Harm to Designated Heritage Assets (document reference 6.11.A7) presents the assessment of designated assets using the terminology regarding harm from the NPS (EN-1).		X		
9-2.1124	In relation to section 3.2 and Table 8 of the Historic Environment Baseline Report (Braintree) Paragraph 3.6 Section E Braintree District several concerns regarding the impact of the Project on heritage assets. The majority of the Project involves overhead	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including all designated heritage assets.		X		

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	cables, with a small section of undergrounding to the north of Fairstead, which will require sealing end towers. There will be considerable groundworks threatening below-ground heritage deposits due to the proposed haul road and crane bases for construction. The dispersed settlement pattern contains frequent moated sites with designated buildings, whose settings are likely to be impacted by the proposals. Criticism as the assessment of the Scheduled Monument (SM) at Rivenhall is confusing, with conflicting descriptions about its setting. The church at Kelvedon is also assessed as not being affected, despite its location overlooking rural countryside. Similar concerns arise for other areas where different values are provided for the same site. The SM at Great Loyes moated site and fishpond is assessed as being of high value, while the designated building within it is medium. This integrated site should be assessed together to understand its complex nature. Criticism as the Church at Fairstead section on impact is also confusing, stating there is likely to be clear intervisibility between the asset and the project, but its setting does not extend into the draft Order Limits (DOL). If there is intervisibility, the asset's setting must extend into the DOL. Suggest assessing either multi-period sites or those with a range of designations or Historic Environment Records (HERs) should be discussed together so	The scheduled monument sites of Neolithic long mortuary enclosure at Appleford Farm, Rivenhall End (1008980) and Great Loyes moated site and fishponds (1008979) along with its Grade II listed farmhouse (1147418) appear Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) where their settings and value are discussed. They do not form part of the Environmental Statement (ES) ES Chapter 11: Historic Environment (document reference 6.11) nor ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) as their setting does not extend to the Project. The Grade I listed Parish Church of St Mary in Kelvedon has been scoped out of Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1), ES Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.2 Historic Environment Assessment Tables (document reference 6.11.A2) as per the methodology agreed with stakeholders and set out in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Grade I listed Church of St Mary and All Saints (1169594) heritage value and significance as well as its setting is described in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) (paragraph 3.6.25 along with the scheduled monument '*Roman villa, Anglo-Saxon hall, cemetery*				

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	that the inspector understands the complex nature of the asset	*and church site, around and to the north and east of St Mary and All Saints Church'* (1013831)) and the impact to the asset from the Project is assessed in the ES Chapter 11: Historic Environment (document reference 6.11) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2). The value of heritage assets methodology (created from Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment (Historic England, 2008, Guidance on Heritage Impact Assessments for Cultural World Heritage Properties Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (ICOMOS), 2011, Guidance and Toolkit for Impact Assessment in a World Heritage Context (United Nations Educational, Scientific and Cultural Organization (UNESCO), International Centre for the Study of the Preservation and Restoration of Cultural Property (ICCROM), ICOMOS and International Union for Conservation of Nature (IUCN), 2022) and DMRB LA 104 and LA 106 (National Highways 2020 and professional judgement) within the PEIR was agreed with stakeholders and utilised.				
9-2.1125	The route of the new power lines passes through the eastern edge of Brentwood Borough (as shown in Chapter 4 of Preliminary Environmental Information Report (PEIR) and Table 4.1), extending from the district's boundary with Chelmsford City Council (CCC) in the northeast and roughly following the	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including all designated heritage assets within this area. All designated heritage assets scoped into the 3 km study area of the Order Limits are considered in the		X		

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	borough's boundary with Basildon Borough Council. The line largely avoids larger settlements and villages. Concern as Hutton Village Conservation Area (CA) is almost entirely within the 1 km buffer zone of the Proposed Order Limits (POL), and the northern edge of Ingatestone CA is also within this 1 km buffer zone. Concern as within 3 km of the POL, there are numerous other larger settlements, including the Thorndon Park, Ingatestone Station Lane, Fryerning, and Herongate CAs. All designated heritage assets within the 3 km buffer zone are outlined in Appendix 11.1 Annex B – Gazetteer	Historic Environment assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-2.1126	In relation to the built heritage section of the Preliminary Environmental Information Report (PEIR), no direct impacts are anticipated to any built heritage assets, except for conservation areas, as a result of the proposal. Concern as there will be indirect impacts on numerous designated and non-designated heritage assets due to changes in their setting. The level of impact is influenced by factors such as proximity to the new overhead cable route, visual receptors, noise, and construction impacts. Concern as it is unclear from National Grid so far	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including all designated heritage assets. During construction standard mitigation would be adopted as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Changes to the setting of an asset (both designated and non-designated, built or archaeological) would be temporary and would be reversed once the construction phase is completed. Therefore, no additional mitigation measures are proposed during the construction phase. No additional mitigation measures are proposed during the		X		

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	what mitigation, if any, will be afforded to the setting of heritage assets	construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. During the operation phase there is no proposed mitigation. Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) of the Environmental Statement (ES) states whether the asset would be physically impacted or the impact would be to its setting. The magnitude of impact is then stated (high, medium, low, negligible, no change), as is the mitigation and the significance of effect using the agreed significance of effect matrix as stated in the Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) of the ES.				
9-2.1127	Brentwood Borough is included in Section G of the Gazetteer, along with Basildon Borough Council. Criticism that separate data sets for individual districts within this section have not been provided, which prevents easy analysis of the effects of the proposals on heritage assets within Brentwood	The creation of the Environmental Statement (ES) Gazetteer located in Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) was agreed with stakeholders during the consultation process and was then utilised.		X		
9-2.1128	Within Section G, the highest 'significance of effect' identified for a designated heritage asset is 'Significant Negative Effect' (11.2 Historic Environment Assessment (HEA) tables). Concern as this has not been expressed in either National Policy	Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) of the Environmental Statement (ES) states whether the asset would be physically impacted or the impact would be through change to its setting. The magnitude of impact is		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Statement (NPS) EN-1 or National Planning Policy Framework (NPPF) terms. The assessment provided by National Grid indicates that this will occur to nine heritage assets in Section G. However, this is likely to change if the methodology and categorisation of heritage value are amended, and in the event of any Project design changes. Concern for the identified non-designated heritage assets, the incomplete Gazetteer does not currently allow for easy differentiation between built and archaeological heritage assets. There will be an impact on the setting of non-designated built heritage assets, with the assessment tables indicating the highest level of harm identified by National Grid as *'Significant Permanent Negative Effect'* (11.2 HEA)	then stated (high, medium, low, negligible, no change), as is the mitigation and the significance of effect using the agreed significance of effect matrix as stated in the ES Chapter 11: Historic Environment (document reference 6.11) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2). The significance of effect assessment presented in ES Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) presents the impact using the EIA terminology as agreed in the Scoping Opinion. In order to ensure accordance with the NPS (EN-1) assessment of harm to designated assets is presented in Appendix 11.7: Assessment of Harm to Designated Heritage Assets (document reference 6.11.A7).				
9-2.1129	The route bisecting the area between Little and Great Waltham, lies within a highly sensitive area with extensive known archaeological deposits. This includes the Late Iron Age settlement excavated at Little Waltham, part of which remains and is protected as a Scheduled Monument (SM) on the edge of the draft Order limits (DOL). Similarly, recent excavations and surveys show that the entire area between Little Waltham and Broomfield was intensively occupied during the Iron Age and Roman periods	Noted. The known and potential archaeology for the Project has been assessed in Environmental Statement (ES) Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and is summarised in Chapter 11: Historic Environment (document reference 6.11). Assessment work including geophysical survey and evaluation trenching is ongoing.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1130	Concern for the route abutting the site of a probable Roman villa (ID: 6099) and temple (ID: 6062) to the west of Broomfield, this site is known from various data sources and is likely to be more extensive than current evidence suggests, extending into the draft order limits (DOL). If further work were undertaken to define the site, it would likely meet the criteria for scheduled status and should be considered of high value for this Environmental Statement (ES)	Both assets are located outside the Order Limits and so have been assessed for potential impacts through changes in their setting. Standard construction mitigation would be adopted as detailed in the Outline CoCP (document reference 7.2). Changes to the setting would be temporary and would be reversed once the construction phase is completed. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. Investigation for known and previously unrecorded buried archaeology is ongoing and the scope of all such works is being devised in consultation with the relevant consultees.		X		
9-2.1131	Request the sequence of WWII pillboxes around the River Chelmer and Little Waltham, which are part of the regionally important General Headquarters (GHQ) defence line, should be considered when valuing these heritage assets. Paragraph 3.7.422 identifies the anti-tank ditch, request this consideration is extended to other assets forming part of this important line of defensive structures	The assessment of heritage value presented is based on a thorough review of available sources, including historic mapping, archival research, and site-based observations. We are confident that the value assigned to the asset reflects a proportionate and robust understanding of its historical, evidential, and contextual significance in line with relevant guidance and professional standard.		X		
9-2.1132	In relation to Thurrock, Chapter 8.1 of the Preliminary Environmental Information Report (PEIR) (paragraph 3.9 Section H), the impact of undergrounding cables within the boundary of	The Project design for this area has changed and no longer includes underground cable connection into Tilbury Substation. As a result, the Order Limits do not extend as far south and a number of the archaeological		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Thurrock, from Linford to Tilbury, on archaeological deposits. Concern for the significant impact on below-ground assets due to the required width for undergrounding and the construction of haul roads, compounds, and crane bases. Concern for the absence of references to geo-archaeological and paleo-environmental deposits associated with the former routes of the Thames, which are significant and require assessment. These deposits have the potential to be highly significant in some areas, containing waterlogged deposits that will require appropriate assessment to inform the Environmental Statement (ES). The Essex Palaeolithic assessment has shown that the lower end of the route will impact Holocene deposits overlying gravels of the Lower Thames terraces. Criticism as reference to paleoenvironmental and geo-archaeological deposits as further data sets is also missing from Section 11.5.26 in the main PEIR text. Suggest to be included in their further research and evaluation programme to provide an informed assessment to the ES. Concern for the lack of information on the reclamation of grazing marsh and industrial development in the 19th century. Concern as the extensive Roman salt production sites at West Tilbury, one of which lies immediately adjacent to the route, are not identified, even though it is likely these will be impacted at the southern end	sites/heritage assets referred to would be outside Study Areas/no longer impacted by the Project. The updated Project design for the new Tilbury North Substation and works associated with the connection into the existing overhead line connections has been subject to a programme of geoarchaeological monitoring on geotechnical investigation works. This was undertaken to determine the potential for deposits of geoarchaeological and paleoenvironmental significance that may be impacted by development. A total of 19 geotechnical investigation interventions were monitored at Tilbury North Substation across arable farmland within a dry valley. The results of the investigation can be found in ES Appendix 11.6: Geoarchaeological and Archaeological Monitoring of Ground Investigation Works Report (document reference 6.11.A6). Archaeological trial trenching is currently under excavation within this area. Any geoarchaeology or paleoenvironmental deposits encountered will be investigated or reported during this stage. Some areas have already been evaluated as part of the Lower Thames Project and will not be further evaluated for this Project. The scope of fieldwork was agreed with the LPA Archaeological Advisor. Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) provides a detailed overview and discussion of the prehistoric and historic development of the landscape within this section of the Project.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	of the corridor. Concern for the reason given for the conclusion of the setting of the Scheduled World War II anti-aircraft battery at Bowaters Farm not being impacted, suggest reconsideration due to the discussed clearance of overgrowth as part of the Lower Thames Development. Note that the power station mentioned in Section 3.9.321 is now demolished	The assessment of heritage assets presented is based on a thorough review of available sources, including historic mapping, archival research, and site-based observations. We are confident that the assessment of the areas reflects a proportionate and robust understanding of its historical, evidential, and contextual significance in line with relevant guidance and professional standards.				
9-2.1133	In relation to Chapter 8.2, Built Heritage, of the Preliminary Environmental Information Report (PEIR), the route of the new overground power lines passes through the northern section of Thurrock district, extending from the boundary with Basildon Council to near Mucking Heath, southeast of Orsett Golf Club. The overground lines terminate at a Cable Sealing End (CSE) Compound, from which underground cables will extend to Tilbury substation. An underground cable construction compound is proposed at Becksland (TB-CC09), with trenchless crossings near the Lower Thames Crossing (west of Tarmac and at Muckingford Road). The line largely avoids larger settlements and villages, but Horndon on the Hill (including the Conservation Area (CA)) is within the 1km buffer zone of the overground part of the Proposed Order Limits (POL), and the underground cable route will pass through West	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including designated heritage assets. Since the PEIR was produced the Project design has been updated and this has altered the study areas, baseline and assessment. All scoped in designated heritage assets within the Study Areas for the Project are considered in the Historic Environment assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report		X		

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	Tilbury CA. East Tilbury CA is just outside the 1km buffer zone (2 km study area). Within 3 km of the POL are numerous other larger settlements, and the Orsett CA is within a 3km buffer zone of the overground cable route. All designated heritage assets within the 2 km study area, as well as Scheduled Monuments (SM), Grade I and Grade II* listed buildings, and registered parks and gardens within a 3 km radius, are included in the Gazetteer	(document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-2.1134	The proposal does not anticipate direct impacts to built heritage assets, except for conservation areas. Concern there will be indirect impacts to various designated and non-designated heritage assets due to changes in their setting. Factors such as proximity to the new overhead cable route, visual receptors, noise, and construction impacts influence the level of impact. Concern as National Grid has not provided clarify on what mitigation measures will be implemented to protect the setting of these heritage assets	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including all designated heritage assets. During construction standard mitigation would be adopted as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Changes to the setting of an asset (both designated and non-designated, built or archaeological) would be temporary and would be reversed once the construction phase is completed. Therefore, no additional mitigation measures are proposed during the construction phase. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. During the operation phase there is no proposed mitigation.		X		

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9-2.1135	There are 23 identified designated heritage assets (scoped in for impact assessment) in Thurrock (Section H), 14 of these are within the overground section of the route and 9 within the underground section of the route. The highest significance of effect identified is a significant negative effect on 7 heritage assets, concern as this has not been expressed in National Policy Statement (NPS) EN-1 or National Planning Policy Framework (NPPF) terms. The assessment may change if the methodology and categorisation of heritage value are amended or if there are any project design changes. Concern as of the identified non-designated heritage assets, the incomplete Gazetteer does not differentiate between built and archaeological heritage assets. Concern as there will be an impact on the setting of non-designated built heritage assets, with the highest level of harm identified by National Grid being a significant, permanent, negative effect	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including all designated heritage assets. During construction standard mitigation would be adopted as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Changes to the setting of an asset (both designated and non-designated, built or archaeological) would be temporary and would be reversed once the construction phase is completed. Therefore, no additional mitigation measures are proposed during the construction phase. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. During the operation phase there is no proposed mitigation. The Environmental Statement (ES) chapter assessment tables ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) states whether the asset would be physically impacted or the impact would be to its setting. The magnitude of impact is then stated (high, medium, low, negligible, no change), as is the mitigation and the significance of effect using the agreed significance of effect matrix as stated in the ES Chapter 11: Historic Environment (document reference 6.11) and ES Appendix 11.2: Historic Environment Assessment Tables (document		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 6.11.A2). In order to ensure accordance with the NPS (EN-1) assessment of harm to designated assets is presented in Appendix 11.7: Assessment of Harm to Designated Heritage Assets (document reference 6.11.A7).				
9-2.1136	Built heritage in Babergh district, where the new power lines will pass through, the route largely avoids larger settlements and villages, concern as Chattisham is within the 1 km buffer zone of the Proposed Order Limits (POL). Higham and Stratford St Mary Conservation Areas (CAs) are also within this 1 km buffer zone, although along the underground route. Within 3 km of the POL are numerous other settlements including Bramford, Sproughton, Hintlesham, and Capel St Mary. No direct impacts are anticipated to any built heritage assets as a result of the proposal. Concern as there will be indirect impacts to numerous designated and non-designated heritage assets through changes to their setting. The level of impact is influenced by factors such as proximity to the new overhead cable route, visual receptors, noise, and construction impacts. Criticism as it is unclear from National Grid what mitigation, if any, will be afforded to the setting of heritage assets	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including all designated heritage asset. During construction standard mitigation would be adopted as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Changes to the setting of an asset (both designated and non-designated, built or archaeological) would be temporary and would be reversed once the construction phase is completed. Therefore, no additional mitigation measures are proposed during the construction phase. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. During the operation phase there is no proposed mitigation.		X		

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9-2.1137	Heritage assets in Section C, identifying 326 designated heritage assets. Separate data sets have not been provided for individual districts within this section. Within Babergh district, the highest significance of effect identified is a significant permanent negative effect to non-designated heritage assets, although no significant permanent negative effects have been identified to any designated heritage assets. This may change if the methodology and categorisation of heritage value are amended or if there are any project design changes. The incomplete Gazetteer does not currently allow for easy differentiation between built and archaeological heritage assets. Concern for the impact on the setting of non-designated built heritage assets, with the highest level of harm identified by National Grid being a significant permanent negative effect	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including all designated heritage assets. During construction standard mitigation would be adopted as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Changes to the setting of an asset (both designated and non-designated, built or archaeological) would be temporary and would be reversed once the construction phase is completed. Therefore, no additional mitigation measures are proposed during the construction phase. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. During the operation phase there is no proposed mitigation. Appendix 11.2: Historic Environment Assessment Tables of the Environmental Statement (ES) (document reference 6.11.A2) states whether the asset would physically impacted or the impact would be to its setting. The magnitude of impact is then stated (high, medium, low, negligible, no change), as is the mitigation and the significance of effect using the agreed significance of effect matrix as stated in the ES Chapter 11: Historic Environment (document reference 6.11) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2).		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1138	The route of the new power lines passes through Mid Suffolk district, extending from the district's boundary with South Norfolk to Babergh. The line largely avoids larger settlements and villages, however Gislingham is almost entirely within the 1 km buffer zone of the Draft Order Limits (DOL). Parts of Melis and Finningham Conservation Areas (CAs) are also within this 1 km buffer zone. The north-east boundary of Badley Conservation Area abuts the Development Consent Order (DCO) Limits. Within 3 km of the DOL are numerous other settlements including Thornham Magna and the Palgrave, Thrandeston, Wickham Skeith, Mendlesham, and Needham Market CAs. All designated heritage assets within the 3 km buffer zone are outlined in Appendix 11.1 Annex B – Gazetteer. No direct impacts are anticipated to built heritage assets from the proposal. However, there will be indirect impacts to numerous designated and non-designated heritage assets through changes to their setting, influenced by proximity to the new overhead cable route, visual receptors, noise, and construction impacts. It is unclear from the documents provided to date what mitigation, if any, will be afforded to the setting of heritage assets. There are 411 identified designated heritage assets (scoped in) in Mid Suffolk district. Within Mid Suffolk district, the highest 'significance of effect' identified to	National Grid, through the routing and siting exercise, has sought to reduce the impact on the historic environment, including all designated heritage assets. During construction standard mitigation would be adopted as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Changes to the setting of an asset (both designated and non-designated, built or archaeological) would be temporary and would be reversed once the construction phase is completed. Therefore, no additional mitigation measures are proposed during the construction phase. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. During the operation phase there is no proposed mitigation. The Environmental Statement (ES) chapter assessment tables in ES appendix 11.2 states whether the asset would physically impacted (below ground remains) or the impact would be to its setting (both designated and non-designated built and archaeological assets). The magnitude of impact is then stated (high, medium, low, negligible, no change), as is the mitigation and the significance of effect using the agreed significance of effect matrix as stated in the ES Chapter 11: Historic Environment (document reference 6.11) and ES		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	a heritage asset is 'significant permanent negative effect' (to non-designated heritage assets) however no significant permanent negative effects has been identified to any designated heritage assets. However, this is likely to change, should the methodology and categorisation of heritage value be amended as per the comments above, and in the event of any project design changes. Of the identified non-designated heritage assets, the incomplete Gazetteer does not currently allow for easy differentiation between built and archaeological heritage assets. There will, nevertheless, be an impact on the setting of non-designated built heritage assets – the assessment tables indicate the highest level of harm identified by National Grid is 'significant permanent negative effect'	Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2).				
9-2.1139	It is understood that noteworthy habitats, including Priority Lowland Deciduous Woodland, would be impacted by the works. Thorough impact assessments are advised where impacts to Priority habitats are expected, along with the appropriate application of the mitigation hierarchy. This will be necessary to include in the Statement of Common Ground (SoCG). The respondent will be interested in being involved in any discussions on habitat restoration planting schemes and Biodiversity Net Gain (BNG) related enhancement schemes	Careful routeing and siting has been undertaken to avoid impacts on priority habitats where possible. Where temporary impacts are unavoidable, habitats will be reinstated and included within the Biodiversity Net Gain (BNG) assessment. Where permanent habitats are unavoidable, habitat creation and enhancement measures are proposed as mitigation within the Environmental Areas. National Grid are committed to delivering 10% BNG with environmental and societal benefits.		X		

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9-2.1140	In relation to the historic environment from Barbergh to Tendring (paragraph 3.4, Section C), there is a considerable section of undergrounding running from the north Essex boundary to Ardleigh new substation which will have a major impact on any below ground archaeological deposits. Within the text there is no mention of the potential for geo-archaeological and paleoenvironmental deposits within the Stour Valley. These have the potential to be highly significant potentially containing waterlogged deposits and will require appropriate assessment to inform the Environmental Statement (ES). Reference to paleoenvironmental and geoarchaeological deposits as further data sets is also missing from Section 11.5.26 in the main text. Extensive cropmark complexes are present along the route of the undergrounding including a probable barrow cemetery, Roman settlement and other occupation, with some potential of national significance sites especially on the valley slopes above the Stour. Geophysical and aerial photographic assessment, ground truthed by trial trenching will be required to understand the impact on these deposits. There are concerns about the interpretation of heritage assets and their value assessment. For example site 3239 comprising a probable Bronze Age cemetery containing at least 9 ring ditches are described as not significant (Low) whilst a rectilinear paddock system (3237) lying in close proximity is deemed	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including designated heritage assets in the Stour Valley area. This includes the scheduled remains at Ardleigh. Near to the scheduled remains are cropmarks and heritage assets (identified through the HER and aerial photography) that extend into the Order Limits. The areas of impact form part a series of further assessments such as geophysical survey and archaeological trial trenching. The majority of the impacted area has already been geophysicaly surveyed, where possible (ground conditions and crops have had an effect on the surveys progress) which has informed, along with the HER results, cropmark analysis and aerial photography assessment the placement of archaeological trial trenches. A programme of geoarchaeological and geotechnical investigations was undertaken to determine the potential for deposits of geoarchaeological and paleoenvironmental significance that may be impacted by development. A total of 16 geotechnical investigation interventions were monitored within the Stour Valley. The results were reported in ES Appendix 11.6: Geoarchaeological Monitoring of Ground Investigation Works Report (document reference 6.11.A6). Archaeological trial trenching is proposed and currently under excavation along the underground route in		X		

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	significant (Medium). The route itself will directly impact the nationally designated cropmark complex at Ardleigh, part of which is scheduled. Beyond the scheduled area further extensive cropmarks are recorded which will need to be rectified so that comparisons can be made to the geophysics results and an accurate interpretation give to their importance. It is concerning that the remaining cropmark complex at Ardleigh which are undesignated, some of which form an extension to the scheduled area and extends across the draft order limits (DOL) is not identified under 3.4.84. The section on Great Bromley, Little Bromley and Little Bentley seems out of place within the Bronze Age section as it relates to the development of the present village and a Roman Road. Within the Ardleigh section under 3.4.110 large areas of the extensive cropmark complexes apart from those scheduled are classified as low value. The area of cropmarks that are scheduled form only part of the extensive cropmark complex in the Ardleigh area which comprises a wide range of multi-period settlement, field systems, and burial grounds and these need to be appropriately assessed as many of them form an extension to the Scheduled area and are likely to be of a similar importance. The non designated asset no 3218 which relates to the Historic Environment Record (HER) reference to the large cropmark complex which includes the	Section C and the Stour Valley. Any geoarchaeology or paleoenviromental deposits encountered will be investigated or reported during this stage. The value of heritage assets methodology (created from Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment (Historic England, 2008, Guidance on Heritage Impact Assessments for Cultural World Heritage Properties Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (ICOMOS), 2011, Guidance and Toolkit for Impact Assessment in a World Heritage Context (United Nations Educational, Scientific and Cultural Organization (UNESCO), International Centre for the Study of the Preservation and Restoration of Cultural Property (ICCROM), ICOMOS and International Union for Conservation of Nature (IUCN), 2022) and DMRB LA 104 and LA 106 (National Highways 2020 and professional judgement) within Chapter 11: Historic Environment (document reference 6.11) of the ES chapter was agreed with stakeholders and utilised.				

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	scheduled area is unfortunately assessed as being of low value in the report. This needs to be reassessed. Other concerns include a Roman fortress/Colonia being described under 3.4.129 as low value and inconsistencies in the value given to different Roman roads					
9-2.1141	Criticism of inconsistencies in relation to Chapter 11 of the Preliminary Environmental Information Report (PEIR), around the value of heritage assets and suggestion that these need to be resolved prior to Development Consent Order (DCO) submission. Criticism of untimely sharing of the workstream methodology prior to publication of the PEIR in relation to heritage assets, as the respondent feels they have not had suitable oversight of the heritage impacts due to studies being incomplete or in need of updating and amending	The baseline and assessment for historic environment has been updated since the Preliminary Environmental Information Report (PEIR) and is presented in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and its Appendices (document reference 6.11.A1 to 6.11.A7). Consultation responses have been considered in the updates. The methodology for the historic environment assessment was agreed through the scoping process, with the methodology first shared in advance of the submission of the Scoping Report, and through thematic group meetings with stakeholders.		X		
9-2.1142	Request to understand the specific levels of harm and impact mitigation for all heritage assets including buildings and conservation areas identified by Essex Place Services. Suggestion that some heritage assets with a valuable social role (such as Cressing Barns) should be considered whether an elevated status for wider	Environmental Statement (ES) Appendix 11.7: Assessment of Harm to Designated Heritage Assets (document reference 6.11.A7), has been produced to support Chapter 11: Historic Environment (document reference 6.11) of the ES for the Project. It sets out the results of the assessment conducted as part of the Environmental Impact Assessment (EIA), outlining the		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	planning reasons is needed rather than just within a heritage sphere. This status could lead to potential mitigation, such as landscape planting options, needing to be more comprehensively explored	effects on designated heritage assets in terms of harm. Only designated assets whose setting extends to the Order Limits have been assessed in terms of harm in Appendix 11.7: Assessment of Harm to Designated Heritage Assets (document reference 6.11.A7). The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the ES. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques.				
9-2.1143	Criticism of a flawed methodology to assess impact on heritage assets and listed buildings close to the Order Limits. Suggests a review of the methodology and baseline information to accurately assess impacts and highlight mitigation measures	The methodology used to inform the assessment of the historic environment, including Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1), has been developed in accordance with established good practice and national guidance. It has been discussed and agreed upon with relevant stakeholders during the scoping process and through ongoing engagement at thematic working group meetings. The approach taken provides a robust and proportionate understanding of both designated and non-designated heritage assets. Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment Assessment (document reference 6.11.A2) complies with the agreed methodology and includes an up-to-date assessment of the Project and		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		fully assesses all scoped in designated and non-designated heritage assets.				
9-2.1144	Criticism that the baseline assessment of built heritage assets is inadequate and that the impacts on heritage assets setting has not been fully assessed is concerning, as there are a high number of heritage assets within Braintree District which are highly likely to be adversely impacted by the proposals	The methodology used to inform the assessment of the historic environment, including Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1), has been developed in accordance with established good practice and national guidance. It has been discussed and agreed upon with relevant stakeholders during the scoping process and through ongoing engagement at thematic working group meetings. The approach taken provides a robust and proportionate understanding of both designated and non-designated heritage assets. Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment Assessment (document reference 6.11.A2) complies with the agreed methodology and includes an up-to-date assessment of the Project and fully assesses all scoped in designated and non-designated heritage assets.		X		
9-2.1145	In relation to Preliminary Environmental Information Report (PEIR) Volume 1 para 11.5.26, suggestion that non-intrusive and intrusive archaeological works need to be agreed with the Archaeological advisors to the local planning authorities. Suggest that the methodology for archaeological investigation will	Archaeological fieldwork has now begun in support of the Environmental Impact Assessment (EIA) and all such fieldwork is being carried out under, firstly, a project-wide Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) and then Site-Specific Written Schemes of Investigation (SSWSI) on a site-by-site basis.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	need to be approved in a Written Scheme of Investigation (WSI) for archaeological evaluation					
9-2.1146	In relation to Preliminary Environmental Information Report (PEIR) Volume 1 Main text paragraph 11.2.8, suggestion to reference regional guidance for undertaking archaeological works in specific counties	The Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) for archaeological evaluation fieldwork was developed in consultation with the local planning archaeologists and in accordance with relevant regional guidance documents. The scope of all archaeological works has, therefore, been approved by relative stakeholders.		X		
9-2.1147	In relation to Preliminary Environmental Information Report (PEIR) Volume 1 paragraph 11.7 following from full archaeological evaluation of the undergrounding area/s, suggest that a suitable methodology will need to be in place to allow for preservation in situ of important archaeological remains should there be an outbreak of drilling muds, including bentonite, as referenced in PEIR Volume 1 paragraph 12.8.11 (i.e. no scraping of soil within a preservation in situ area to create bunds)	The Preliminary Environmental Information Report (PEIR) was prepared in accordance with the Nationally Significant Infrastructure Projects: Advice Note Seven (June 2020) and was a preliminary document that reflected the Project's proposals at the time of statutory consultation. A detailed Environmental Impact Assessment (EIA) has been carried out, the results of which are detailed in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). The potential for an outbreak of drilling slurry is only possible in the trenchless crossing sections of the underground cable, suitable mitigation for such an event is secured through the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).		X		

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9-2.1148	In relation to Section 11.6 and Appendix 11.1 of the Preliminary Environmental Information Report (PEIR), criticism that, this information on archaeology is based on information which has the potential to change with results of archaeological investigation. Suggest a full archaeological assessment to be included in the Environmental Statement (ES), including to highlight high potential for discovering unknown heritage assets during ongoing archaeological evaluations, both non-intrusive and intrusive	The Preliminary Environmental Information Report (PEIR) was prepared in accordance with the Nationally Significant Infrastructure Projects: Advice Note Seven (June 2020) and was a preliminary document that reflected the Project's proposals at the time of statutory consultation. The baseline assessment has been fully updated since the PEIR and the results of archaeological fieldwork has been incorporated. As contained in ES Chapter 11: Historic Environment (document reference 6.11) and its Appendices (Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) and Appendix 11.7: Assessment of Harm to Designated Heritage Assets (document reference 6.11.A7)).		X		
9-2.1149	In relation to the Historic Environment Baseline Report, suggest that the asset value of the information from the excavation should reflect the information the archaeological works provide towards regional/national research frameworks. Suggest that the asset value should also include any archaeology that could be associated with the designated heritage asset	The methodology used to inform the assessment of the historic environment, including Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1), has been developed in accordance with established good practice and national guidance. It has been discussed and agreed upon with relevant stakeholders during the scoping process and through ongoing engagement at thematic working group meetings. The approach taken provides a robust and proportionate understanding of both designated and non-designated heritage assets. The value of heritage assets has been assessed not only on an individual basis but also with consideration to their broader context, where appropriate. This		X		

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		methodology was agreed with stakeholders (including Historic England and relevant Local Planning Authorities) during the Scoping Phase and at subsequent Thematic Group meetings. As such, the assessment is considered robust and proportionate, and that it aligns with accepted best practice.				
9-2.1150	In relation to Preliminary Environmental Information Report (PEIR) Volume 1 paragraph 11.9, request that understanding of the heritage assets is a starting point for determining mitigation/flexibility in the Project. For archaeology this will require an appropriate level of archaeological evaluation, both non-intrusive and intrusive evaluation, to assess the appropriate mitigation/flexibility	Where areas of archaeological potential have been identified, either through the relevant Historic Environment Record or geophysical, aerial photography and LiDAR assessment currently being undertaken by the Project, they have been targeted by trial trenching to evaluate date, assess survival, and value and to inform any mitigation that might be required. Archaeological fieldwork that has begun in support of the Environmental Impact Assessment (EIA) is being carried out under, firstly, a Project-wide Overarching Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) and then secondly, Site-Specific Written Schemes of Investigation (SSWSI) on a site-by-site basis. The scope of all archaeological works has, therefore, been approved by relative stakeholders.		X		
9-2.1151	Suggests that there is high potential for additional and unknown heritage assets to be encountered and suggestion to consider archaeology, using the information provided within the Historic Environment Baseline Report and review archaeological potential	National Grid has undertaken a detailed routeing and siting exercise to reduce, as far as practicable, the potential impacts of the Project on the historic environment. These considerations have been assessed and are presented in Chapter 11: Historic Environment (document reference 6.11), which evaluates both the		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	as part of baseline data gathering to further inform siting, routing and archaeological investigations	potential for direct physical impact and impacts arising from changes to the setting of heritage assets. Where areas of archaeological potential have been identified, either through the relevant Historic Environment Record (known) or geophysical, aerial photography and LiDAR assessment (known/previously unknown) currently being undertaken by the Project, they have been targeted by trial trenching to evaluate date, assess survival, and value and to inform any mitigation that might be required. Archaeological fieldwork that has begun in support of the Environmental Impact Assessment (EIA) is being carried out under, firstly, a Project-wide Overarching Written Scheme of Investigation (OWSI) and then secondly, Site-Specific Written Schemes of Investigation (SSWSI) on a site-by-site basis. The scope of all archaeological works has, therefore, been approved by relative stakeholders.				
9-2.1152	In relation to the Preliminary Environmental Information Report (PEIR) Volume 1 paragraph 11.68 of the design proposals, suggestion that additional certainty is required about how work would be managed contractually and controlled. A full assessment of impacts and effects, including vegetation loss and impact on archaeology is required as part of the Development Consent Order (DCO) application	The impact of all aspects of the Project, including vegetation loss and archaeology, has been assessed. Impacts to archaeology are assessed in the ES Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11) and its appendices (11.2 Historic Environment Assessment Tables, 11.7 Assessment of Harm to Designated Heritage Assets and Appendix 11.1 Historic Environment Baseline Report). Monitoring and control measures for historic environment mitigation are set out		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		in the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Archaeological Mitigation Strategy and Outline WSI (document reference 7.5).				
9-2.1153	Criticism that there were difficulties in locating specific assets within the survey information and request this is addressed. Suggestion that impacts upon the setting of listed buildings require careful consideration, particularly landscape impacts	A – The current iterations of Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1), Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A1), Annex B-Gazetteers (document reference 6.11.A1), and Annex E-E Scoped out Listed Buildings (document reference 6.11.A1) are all fully searchable in Word or PDF form. The supporting Figures are searchable in PDF form. B - The methodology used to inform the assessment of the historic environment, including Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1), has been developed in accordance with established good practice and national guidance. It has been discussed and agreed upon with relevant stakeholders during the scoping process and through ongoing engagement at thematic working group meetings. The approach taken provides a robust and proportionate understanding of both designated and non-designated heritage assets. The current iteration of the Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment Assessment (document reference 6.11.A2) comply with		X		

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		the agreed methodology and include an up-to-date assessment of the Project and fully assesses all scoped in designated and non-designated heritage assets.				
9-2.1154	Concern that pylon TB226 will impede upon intentional view corridors which are specified in the Supplementary Planning Document (SPD), from the Church of St Mary to the historic Farmstead and onwards to the Church of All Saints. Suggest that National Grid will need to work with Historic England and Brentwood Borough Council regarding listed buildings and heritage assets in the area (e.g.: routing alternatives, alignment, and mitigation)	National Grid, through the routing and siting exercise, has sought to reduce the impact on the historic environment, including listed buildings in this area. All listed buildings within 2 km of the Order Limits are considered in the Historic Environment Assessment for the Project. The impacts of the Project on the historic environment are assessed in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. Church of St Mary: The assessment concludes that due to changes within the setting of this asset there would be significant effects during construction and operation. No additional mitigation measures are proposed as any measures designed to lessen the visual impact of the		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project would be of a scale that would visually adversely alter the setting of the asset. Church of All Saints: The assessment concludes that the setting of this asset does not extend to the Order Limits due to the division of the landscape with transport infrastructure and the screening provided by its wooded surroundings.				
9-2.1155	Suggest early archaeological evaluation, paleoenvironmental and geoarchaeological assessments around the Gipping Valley, Creeting St Peter, where there are cropmarks and tributaries of the Stour which has lighter soils and may be impacted by underground cable works towards Raydon	The Project identifies the Gipping Valley as having archaeological potential and geophysical survey has already taken place to the north of the Gipping river (detailed in Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Further fieldwork will be guided by where the Project will likely impact any identified paleoenvironmental and geoarchaeologically significant deposits.		X		
9-2.1156	Criticism of the lack of baseline assessment undertaken in relation to the visual, heritage, amenity and land value impacts of overhead line and pylon technology at Dunton Hills Garden Village (DHGV) and the lack of application of the mitigation hierarchy, including compensation to the likely significant effects from those impacts to the principles of the Garden Village and viability of this strategic housing allocation, including its supporting infrastructure	The assessment of landscape and visual effects is presented in the ES Chapter 13: Landscape and Visual (document reference 6.13). In this chapter DHGV is identified as part of the future baseline which notes that DHGV is assessed as part of the cumulative assessment. The landscape assessment is presented in Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). DHGV lies within the Brentwood Hills landscape character area (LCA), and just within the Wooded Hills and Ridges LCA. The assessment of landscape effects resulting from the introduction of the Project during construction and operation reported major adverse and significant effects within 0.5 km of the Project on these landscapes, and		X		

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		also moderate adverse and significant effects at distances from 0.5-1.5 km from the Project. The visual assessment is presented in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). DHGV lies within Visual Receptor Area (VRA) G4: Ingrave and Herongate and just falls within VRA G6: Basildon. Within VRA G4 and VRA G6, the assessment of visual effects resulting from the introduction of the Project reported major adverse and significant effects during construction and operation within 0.5 km of the Project, and moderate adverse and significant effects at distances from 0.5-1.5 km from the Project. Viewpoint 7.08 Dunton Hills Farm (Dunton Garden Village) (Figure 7.12.F190) (document reference 7.12) reported major adverse and significant visual effects during construction and operation. DHGV is considered in Chapter 17: Cumulative Effects (document reference 6.17), since, assuming detailed planning applications are approved and commenced before construction of the Project, residents in the Garden Village would be future visual receptors with potential views of the Project. It was reported that for DHGV (A3 (BrBC) and BR2) in the south of the LCA during construction and operation, landscape effects would be moderate adverse and significant within a localised area in the south of the Brentwood Hills LCA. Moderate adverse significant effects were also reported on a neighbouring LCA 13: Dunton Settled and Farmlands due to indirect effects of				

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		the inter-project effects resulting from the Project and DHGV. Assessment of the historic environment is presented in ES Chapter 11 (document reference 6.11) and its appendices, in particular Appendix 11.1: Historic Environment Baseline Report (document reference 6.11. A1), Appendix 11.2 Historic Environment Assessment Tables (document reference 6.11. A2) and Appendix 11.7 Assessment of Harm to Designated Heritage Assets (document reference 6.11.A7). The methodology for assessment follows best practice guidance and is in accordance with relevant legislation and policy, including the NPS (EN-1), and was agreed through the scoping process and during subsequent thematic group meetings with heritage stakeholders. Relevant mitigation for the historic environment is proposed secured through the Outline CoCP (document reference 7.2), the Outline LEMP (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). Please note that financial effects on individual businesses or property prices would be the subject of individual landowner negotiations and it is not a matter for EIA. ES Chapter 15: Socio-economics, Recreation and Tourism assessed the potential effect on planning applications and planning allocations, including Dunton Hills Garden Village. The Project has considered the				

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		allocation in the design in order to manage interactions, by routing along the gas pipeline and within a corridor formed by the Building Proximity Distance (BPD). Therefore, a not significant residual effect has been anticipated during construction and operation (and maintenance).				
Information						
9-2.1157	National Grid Electricity Transmission (NGET) have committed to have a proper regard for the upcoming Offshore Coordination Support Scheme (OCSS) report	A consortium of projects led by North Falls (Offshore Wind Farm) and National Grid were awarded funding by the Department for Energy Security and Net Zero (DESNZ) through the Offshore Coordination Support Scheme (OCSS) in December 2023. This funding was to explore the potential for offshore coordination as part of the Offshore Transmission Network Review (OTNR) "Early Opportunities" workstream. On 28 March 2024, the consortium published a high-level feasibility study which assessed a coordinated offshore connection. The Secretary of State for Energy Security and Net Zero reviewed this study and other information and decided not to grant further funding to the consortium. The feasibility study identified that coordination is technically feasible however, it also identified an increase in capital costs of up to £890 million, constraint costs associated with Sea Link, and a programme delay for North Falls and Five Estuaries of up to five years.			X	

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		Given the significant extra costs and the negative impact on the delivery timeline of connecting more renewables to the UK energy system, especially considering the government's commitment to quadruple offshore wind and fully decarbonise the UK's electricity system by 2030, the consortium supports the Secretary of State's decision and will not be further pursuing a coordinated offshore connection.				
9-2.1158	Information provided that National Grid should be aware of the Health and Safety Executive (HSE)'s guidance document HS(G) 47 'Avoiding Danger from Underground Services', and National Gas Transmission's (NGT's) Dial Before You Dig Specification for Safe Working in the Vicinity of NGT Assets. There will be additional requirements dictated by NGT's plant protection team	National Grid is aware of HS(G)47 and NGT's specifications and we expect that adherence will form part of our Principal Contractor's standard ways of working. Furthermore, we are in consultation with NGT's plant protection team and will develop and agree protective provisions.			X	

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Mitigation						
9-2.1159	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation and maintenance of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS-WSI) (document reference 7.5).	X	X	X	
9-2.1160	Criticism of mitigation plans / measures (e.g. mitigation is not enough)	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES	X	X	X	

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		identifies and assesses the likely significant effects on the environment resulting from the construction, operation (and maintenance) of the Project and recommends appropriate mitigation to reduce effects. In line with the approach set out in Environmental Statement (ES) Chapter 5: EIA Approach and Method (document reference 6.5) and in accordance with National Policy Statement EN-1 and EN-5 (Department for Energy Security and Net Zero, 2024) the mitigation hierarchy has been applied during the iterative design process to, in the first instance, avoid creating adverse effects, prevent, reduce and finally, where appropriate, offset adverse effects. Environmental appraisal has been an integral part of the Project design process since conception, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. National Grid has also embedded mitigation measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project. Embedded mitigation measures are those that are intrinsic to and built into the design of the Project. ES Chapter 4: Project Description (document reference 6.4) provides information on the key embedded mitigation measures included. Standard measures, comprising management activities and techniques, would be implemented throughout				

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		construction of the Project to limit effects through adherence to good site practices. These are included in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Each mitigation measure has been assigned a specific reference, and these are referenced in each environmental topic chapter (Chapters 6 to 16 (document references 6.1 - 6.16)). Additional mitigation comprises measures over and above embedded and standard mitigation measures to reduce environmental effects. This includes, but is not limited to, mitigation required for protected species. Where applicable, additional mitigation measures are identified within Section 6 of each environmental topic chapter (Chapters 6 to 16 (document references 6.1 - 6.16)) within the ES (Volume 6 of the DCO application) and replicated in the Outline CoCP (document reference 7.2) which is secured through a Requirement in the draft DCO (document reference 3.1). Mitigation measures are also set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS-OWSI) (document reference 7.5). These management plans are secured through the draft DCO (document reference 3.1). Although not a statutory requirement for Development Consent Order projects submitted to the Planning				

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		Inspectorate prior to May 2026, National Grid has committed to deliver 10% Biodiversity Net Gain (BNG) with wider environmental and societal benefits on all construction projects requiring formal planning or consent, including Norwich to Tilbury. Further information is provided in the BNG Report (document reference 7.1).				
9-2.1161	National Grid should ensure that it acquires sufficient land and rights to facilitate vehicle parking by its contractors away from environmentally valuable highway verges. Also request that National Grid's CEMP should also provide local communities with a contact telephone number to enable complaints to be made at the earliest opportunity and for any off-site damage caused to be repaired	National Grid has included all areas within the Order Limits required to construct the Project. This includes parking and laydown areas away from the roadside. The Outline CoCP (document reference 7.2) includes a commitment that members of the public will be kept informed regularly of construction works through active community liaison. This will typically include the notification of 'noisy activities', heavy traffic periods and start and end dates of key phasing. A contact number will be provided which members of the public can use to raise any concerns or complaints about the Project (see Commitment GG30 in the Outline CoCP for further details). Details on the complaints procedure will be provided within the final CoCP.			X	
9-2.1162	Suggest that National Grid minimise pollution and noise pollution and avoid disruption to the local road network during construction	An Environmental Impact Assessment (EIA) has been completed to assess the effects of the Project on the environment. This includes details of the environmental mitigation and management such as the Outline Code of Construction Practice (CoCP) (document reference 7.2). The EIA is reported in the Environmental Statement (ES) with Chapters 7: Air Quality (document reference 6.7),			X	

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		Chapter 14: Noise and Vibration (document reference 6.14) and Chapter 16: Traffic and Transport (document reference 6.16) reporting the likely significant effects of the Project on air quality, noise and traffic and transport during the construction of the Project including local road networks, respectively, and details the mitigation measures to be implemented to reduce potential effects.				
9-2.1163	Criticism that tree planting will not be carried out and previous S106 money was made available but has not been spent for this purpose for the Bramford to Twinstead project (e.g. at Burstall) / Criticism that it will take years to see the benefits of tree planting	National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity, including minimising direct impacts on trees where practicable.			X	
9-2.1164	Request for National Grid to confirm what they will do about the flooding that will incur after land compaction	Stone pads will be installed in areas where heavy equipment, such as cranes and piling rigs, are to be used, as outlined in commitment GG28 of the Outline Code of Construction Practice (CoCP) (document reference 7.2). The stone pads will provide stable working areas and will reduce disturbance to and compaction of the ground. The stone pad area will be reinstated (following removal of the stone pad material) in accordance with the soil management measures contained in the Outline CoCP. Appendix C: Soil Resources Plan of the Outline CoCP (document reference 7.2), sets out how soils will be handled, stored and reinstated to preserve their integrity. Measures to capture and attenuate runoff from all areas of the construction working swathe will also be put in place to			X	

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		manage surface water drainage and prevent increases in flood risk.				
9-2.1165	Suggest that National Grid plant properly laid hedges where established hedgerows are removed, as tree planting with saplings does not work unless they are fed and watered until they establish	The Outline Landscape and Ecological Management Plan (LEMP) (Document Reference 7.4) includes details regarding the planting proposals. Additional environmental mitigation measures have been described within each environmental topic chapter of the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) and set out in other relevant management documents submitted with the Development Consent Order (DCO) application including the Outline Code of Construction Practice (CoCP) (document reference 7.2).			X	
9-2.1166	Criticism that National Grid has not provided information on noise reduction systems in unfavourable weather	Operational noise from overhead lines is scoped out of the Environmental Statement (ES) on the basis that significant adverse effects would be avoided through the use of the proposed low noise conductor system. However, further information on noise from overhead lines, including during unfavourable weather conditions, is provided in Appendix A4: Operational Noise from Overhead Lines (document reference 6.14.A4) for information.			X	
9-2.1167	Criticism that National Grid has not provided information on camouflage coatings for pylons	National Grid has developed a standard two coat vinyl paint system over many years which is applied to all lattice pylons on the transmission system. This paint system provides a level of protection to the pylon steel work against the elements and the colour has been			X	

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		developed to reduce visual impact of bare steel in most circumstances.				
9-2.1168	Concern that restorative landscaping (such as replacement hedge and tree planting) for the Project will be restricted due to impact on soils	Soils impacted during restorative landscaping are only temporarily disturbed and will be handled following good practice soil handling measures, allowing soils to be reinstated to the previous land quality. The replanting of hedgerows also helps to prevent soil erosion during operation. Good practice measures are detailed in Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2).			X	
9-2.1169	Suggest the new equipment and substations are kept as small as possible and / or underground buildings are considered (e.g. to mitigate visual impact)	The suggestion to keep new equipment and substations as small as possible, as well as considering underground buildings to mitigate visual impact, is acknowledged. However, it's important to clarify that the size of the equipment is not solely dictated by National Grid. Various factors, including technical specifications, operational requirements, and safety standards, influence the final dimensions of the equipment used in substations.			X	
9-2.1170	Suggest mitigation measures for birds for the Project, including the following: - Use of bird-friendly overhead line designs (the most effective way of preventing electrocution on distribution lines; good designs protect birds by deterring perching and nesting, and by using insulated components and/or large air gaps.	National Grid notes the respondent's feedback. Collision risk assessments for the Project have been completed. Appropriate mitigation (such as bird deflectors) will be implemented in locations where there is a greater risk of collision impact is identified as agreed with Natural England (NE) and the Local Planning Authority (LPA) as relevant.			X	

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	Configurations with fewer layers of cables vertically, and without an earth wire, may also reduce collisions); - Installing line markers on earth wires and/or conductors as appropriate to reduce collision (several factors influence the efficacy of markers, including the morphology, behaviour and visual capacity of the species at risk, the overall visual effect of the markers against the background landscape and engineering factors such as marker durability and the structural integrity of the power line/pylon. Wires should be marked with devices that are as large as possible and installed from pylon to pylon. Spacing often depends on technical considerations, but markers should be installed as close together as possible, and in contrasting colours e.g. black and white for maximum visibility in different weather and light conditions. Line markers will also need maintenance and replacement; ensuring that markers remain in position and functional throughout the lifetime of the power line is essential. Research in this field continues (e.g. the development of nocturnal devices), so the most up-to-date information available on marker effectiveness and design should be used); - Carrying out construction and maintenance activities outside of the breeding season	Nesting bird constraints will also be addressed through best practice working measures as outlined within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				

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9-2.1171	In terms of mitigating the impact of the Project on hedgerows, National Grid need to ensure the following: - National Grid must minimise to the greatest possible extent the removal of hedgerow, ensuring that gaps created are wide enough only to allow access of machinery. In practical terms removed sections must not span greater than 12 m. It will not be acceptable to widen removal beyond this for the purpose of increasing visibility towards roads and consequently National Grid must make use of 'stop lines' for traffic on haul roads at each crossing point in order to ensure safety of passing traffic, employing banksmen to ensure public safety. - Sections of hedge scheduled for removal must be protected with netting for a year prior to removal to minimize impact on nesting birds. - Removed sections must be replanted with appropriate native species to match remaining hedge immediately upon the completion of construction within each field, to a standard agreed with landowners and farmers, and must ensure that hedges are subsequently coppiced and / or laid after an appropriate period in order to promote ecology	National Grid has noted the feedback received. Access bellmouth widths have been designed to allow for construction vehicles to access the haul road and the hedges would be widened to accommodate for the haul road widths. In addition, an area around the bellmouths have been included within the Order Limits to allow space for drainage, fencing, and to ensure compliant visibility splays. Hedgerows would not be removed beyond the purposes as identified above. Safe crossing and access of construction traffic on the haul roads is proposed and compliant to the design standards. Line marking and banksman would be used where appropriate. A full range of hedgerow surveys have been conducted on the Project and the results are presented in Chapter 8: Ecology and Biodiversity (document reference 6.8), and Appendix 8.3: Hedgerow Regulations Report (document reference 6.8.A3) of the Environmental Statement (ES)Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England (NE) and the Local Planning Authority (LPA) as relevant. Consideration of mitigation for potential habitat loss or fragmentation would also be presented in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). The use of bird netting in advance of vegetation clearance is a controversial mitigation method that can result in direct harm to a range of bird species. It is			X	

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		therefore not a suggested mitigation measure for nesting birds on this project and has not been included within the OLEMP.				
9-2.1172	Suggestion that secondary mitigation would be in addition to any potential community benefits from the development (including any emerging requirements in the anticipated community benefit guidance as outlined in the recent consultation focused on community benefits for Electricity Transmission Network Infrastructure) and suggestion to consider community benefit options and explore opportunities to coordinate community benefits with other National Grid projects in the region	The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).		X		

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9-2.1173	Suggests Appendix 8.3 of the Preliminary Environmental Information Report (PEIR) technical appendices (Topic: Reptiles), includes information to justify why the displacement by habitat manipulation is the most appropriate mitigation solution regardless of survey result at Coggeshall Hall Farm, Monk's Farm, Porters Farm, Cressing to Witham Railway, River Brain, and Fairstead Road	A range of protected species and other ecological surveys have been undertaken across the Project including reptile suitability assessments and specific reptile surveys where deemed necessary. The results of these surveys are outlined in ES Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically within the Appendix 8.5: Reptile report (document reference 6.8.A5). Reptile displacement has been identified as a suitable mitigation method where there is the presence of alternative suitable habitat adjacent to the area of impact.		X		
National landscape (AONB)						
9-2.1174	Concern as proposals for underground cables at Dedham Vale National Landscape (an Area of Outstanding Natural Beauty, AONB), Great Horkesley, and Fairstead would result in significant vegetation loss, with an expected removal of a 120 m wide swathe of vegetation for construction. Respondent notes National Grid state the construction methods and working widths required for the installation of the underground cables are being developed to reduce the loss of existing characteristic vegetation within Dedham Vale National Landscape and its setting. Commitments will be made to reduce the working area through sensitive locations and to design the project to avoid vegetation loss where practicable	Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section for a 400 kV overhead line crossing near Fairstead. Where possible, efforts will be made to reduce the working area in sensitive locations, and undergrounding includes proposals for trenchless crossings which will minimise the requirement for vegetation removal. Following construction, hedgerows and shrubs will be reinstated where practicable and an appropriate grass seed mixture would be sown to encourage regrowth. It is anticipated that after a period of time following		X		

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		completion of the construction of the underground cabling and replanting of hedgerows and vegetation there would be minimal visibility of the works at ground level.				
Needs Case						
9-2.1175	Criticism of government green agenda / policy	The UK Government is committed to achieving clean electricity by 2030 as set out in the Clean Power 2030 Action Plan (DESNZ, 2024). Clean Power 2030 is considered key to accelerating and reaching net zero by 2050. This represents the latest Government policy and position on clean energy. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation.	X	X	X	
9-2.1176	Criticism of needs case for the Project	National Grid has a statutory duty to facilitate new connections and maintain a safe National Electricity Transmission System (NETS). The Project would facilitate the connection agreements that are in place with two offshore wind farm projects and an interconnector project based on their connection into a new East Anglia Connection Node (EACN) substation. The Project would also reinforce the local transmission network which currently does not have the capacity needed to reliably and securely transport all the energy that is likely to be connected in the future – driven by the	X	X	X	

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		Government's plan to increase offshore wind from the current 8.5 GW to 50 GW by 2030 to meet the increased demand. The needs case has been reviewed at each stage of the Project's development. The UK Government is committed to achieving clean electricity by 2030 as set out in the Clean Power 2030 Action Plan (DESNZ, 2024). In November 2024, National Energy System Operator (NESO) published its independent analysis on how the Government can achieve its ambitious clean power goal. The report identifies the Project as critical to delivering a network which supports the clean power pathways. The technical need for the Project is included in the Strategic Options Backcheck Review (document reference 7.17) and a statement on need in relation to policy is included in the Planning Statement (document reference 5.6), both documents have been submitted with the application for development consent.				
9-2.1177	Oppose the Project as currently proposed (e.g. use of overhead lines and / or underground cables generally)	National Grid notes the respondent's feedback. Strategic alternatives for the Project, including underground cables and offshore cables, have been considered and are set out in the published Strategic Options Backcheck and Reviews (SOBR) published in 2023 and 2024 (available on the Project website) and the 2025 SOBR (document reference 7.17). This sets out the need case for the Project and the reasoning why an onshore solution (including a mix of overhead lines and underground cable) has been taken forward.	X	X	X	

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		National Grid has a statutory duty to facilitate new connections and maintain a safe National Electricity Transmission System (NETS). The Project would facilitate the connection agreements that are in place with two offshore wind farm projects and an interconnector project based on their connection into a new East Anglia Connection Node (EACN) substation. The Project would also reinforce the local transmission network which currently does not have the capacity needed to reliably and securely transport all the energy that is likely to be connected in the future – driven by the Government's plan to increase offshore wind from the current 8.5 GW to 50 GW by 2030 to meet the increased demand. This ambition has been emphasised in the National Energy System Operator's (NESO) Clean Power 2030 report published in November 2024. The needs case is reviewed at each critical stage of the Project's development and without a robust demonstrable need the Project would be revised or fall away. Currently, the contracted generation shows a clear need for the Project.				
9-2.1178	Suggest that the Government invests more funding for infrastructure in East Anglia generally	Extra Government funding for infrastructure in East Anglia more generally, is a matter for Central and Local Government to consider and allocate. National Grid owns, builds and maintains the high-voltage electricity transmission network in England and Wales.			X	

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		It is National Grid Electricity Transmission (NGET) that is developing plans for the Project and is the electricity transmission arm within National Grid. The Need Case is set out in the Strategic Options Backcheck Review (document reference 7.17) whilst the funding for the Project is set out in the Funding Statement (document reference 4.2)				
9-2.1179	Norfolk County Council, Essex County Council and Suffolk County Council commissioned an independent report into the Project which cast doubt on National Grids 2030 timescale, finding that the extra capacity would actually be required by 2035 or beyond - the additional five years would provide enough time for National Grid to review the Project and consider alternatives	National Grid has carefully reviewed the report and its appraisals and has published its response which is available on the Project website. We note that the report is a significant and independent study of our proposals. We welcome the report's support of the need for improvements to the transmission network and recognition that an offshore solution would result in significantly higher costs and provide lower capacity than the Norwich to Tilbury onshore proposals. However, we do not accept the report's conclusions around the timing of need for additional capacity being closer to 2035 than 2030. National Grid is legally obliged (under our Transmission Owner Licence) to provide capacity at the dates formally agreed in contracts with energy generators (or customers). Contract dates are set out by National Energy System Operator (NESO) independent of National Grid. We have undertaken backchecks to ensure the capacity required in the contracts is consistent with our understanding of need well as consideration of alternatives (see the 2025	X	X	X	

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		Strategic Options Backcheck and Review for details (document reference 7.17)).				
9-2.1180	Suggest that National Grid extend the Project timescales to allow more time to see what impact changes are making on current suppositions (changes provided by respondents)	The National Energy System Operator (NESO) (previously Electricity Systems Operator (ESO)) published a report in November 2024: 'Clean Power 2030'. In this report it addresses potential costs to consumers if Norwich to Tilbury were to be later than December 2030 in connecting to the Grid system and the report indicates any delay beyond 2030 would cost the consumer £2.7 Billion, value taken from Clean Power. 2030 / Annex 2: Networks, connections and network access analysis section '2.4 Securing works for a 2030 delivery'. With this report from the independent system operator, National Grid cannot see a scenario currently where the 2030 target is delayed, but if that target is changed we will continue to assess proposals against the criteria and planning processes in place. It should also be noted that all feedback received from the various consultations has been considered and is factored into the Project as presented at submission.			X	
9-2.1181	Criticism that the Project contradicts the latest government stance on the use of overhead lines (e.g. the predominant use of overhead lines is now being scrutinised and questioned)	National Policy Statement (NPS) EN-5 makes clear that the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general. However, it is important to note that this presumption is reversed when proposed developments will cross part of			X	

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		a nationally designated landscape (i.e. National Park, The Broads, or National Landscape). The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. Consequently, the Government position requires us to scrutinise the general presumption in favour of overhead lines in certain sensitive areas. This involves back check and reviews especially when new information comes to light and that any harm caused is not outweighed by its corresponding landscape, visual amenity and natural beauty benefits.				
9-2.1182	Suggest that instead of the Project, National Grid establish a cable across to Europe and sell the power	Interconnection with Europe is an important feature of the UKs energy requirements and it helps supply meet demand and overall keeps energy costs lower. The UK trades with several European mainland countries such as Denmark, Germany, France, Sweden, Belgium and Ireland. However, the high-voltage electricity network between Norwich and Tilbury needs to be reinforced to accommodate the changes in how we produce and use energy. The UK is currently working towards a target of reaching net zero by 2050 and a key part of reaching this is to increase our wind energy generation to 50 gigawatts (GW) by 2030. This would be enough to power every home in the UK with clean, renewable energy.	X		X	

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		Norwich to Tilbury is a vital part of this transition. By the end of the decade, there could be as much as 18 GW of new, cleaner electricity – enough to power around 18 million homes – connected into the East Anglian network. Ensuring this energy can reach the homes and businesses that need it means we need to deliver a significant amount of improvement to the onshore electricity infrastructure, much of which was built to accommodate less demand.				
9-2.1183	Criticism that Ofgem has incentivised the pace through ASTI with early delivery payment of the hundreds of millions, and disincentives in the millions for delayed / late delivery / Criticism that it is unethical that outperformance mechanisms from the regulator should be borne by communities for lack of a strategic approach	National Grid participates in the mechanism set up by the regulator to deliver timely infrastructure to meet the National ambition to deliver Net Zero energy. Ofgem regularly seek feedback from stakeholders on mechanisms they seek to implement, such important feedback should be provided to the regulator Ofgem.			X	
9-2.1184	Criticism that speed and cost are the main factors for the Project / Criticism that too much emphasis is placed on speed and cost	The main driver for this Project is the government's remit to achieve 50 GW of offshore wind power by 2030. While speed and cost are important considerations, they are not the sole factors driving this Project. The goal is to meet the government's renewable energy targets and contribute to a sustainable and low-carbon future. The Project aims to harness the potential of offshore wind energy and play a significant role in achieving the desired capacity. In addition to being a key project in meeting the government's target of 50 GW offshore wind by 2030,			X	

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		this Project also serves as an enablement project. It focuses on establishing the infrastructure necessary to efficiently transfer the generated energy across the country. By enabling the transmission of offshore wind energy, the Project aims to contribute to a more reliable and sustainable energy grid, supporting the overall goal of transitioning to cleaner sources of power.				
9-2.1185	Concern that the impact of COVID and Working From Home on power usage in London has not been considered in relation to the needs case for the Project	The Project seeks connection of Norwich - Bramford - Tilbury. The circuits provide energy flows to demand centres the south-east, south-west and midlands of England. The connection is designed for a number of faults across the network that energy can reach all of these demand centres. Despite the potential, more efficient use of electricity as a consequence of more people working from home, Energy across the south and midlands of England is growing to decarbonise transport, homes, industry and businesses. Electricity Transmission is designed such that energy flows in many directions depending on weather patterns, system faults and demand growth.			X	
9-2.1186	Concern about levels of redundancy of the National Grid distribution network / Request that National Grid complete an audit on the levels of redundancy in the distribution network	The need for the Project has been considered and presented in the SOBR which is informed by power system studies, the detail of the findings can be referred to in the previously published documents, the independent National Energy System Operator (NESO) report published in late 2024 has also reconfirmed the need for this Project and that the existing system capacity is not sufficient beyond 2030 to facilitate the			X	

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		amount of generation connecting into the network in East Anglia. There is a need for a degree of redundancy in the network to be compliant with SQSS requirements that require the Transmission network to be resilient to reasonably foreseeable fault conditions.				
9-2.1187	Criticism regarding the Tarchon Interconnector that will also come onshore and connect to the East Anglia Connection Node (EACN) as 80% of the electricity generated will be sent back to Germany	National Grid has a duty to facilitate new connections and maintain a safe National Electricity Transmission System (NETS) and has considered the capability of the existing network to support such connections. The Project need is set out in the 2025 Strategic Options Backcheck and Review (document reference 7.17). To comply with its duties, National Grid needs to reinforce the electricity network to allow power to be imported to and exported from East Anglia. The reinforcement would provide additional capability to connect to areas of demand, allowing power flows across boundaries, and linking interconnectors to and from Europe. The Project could also connect new offshore wind farms off the Essex coast and a European interconnector to the electricity transmission network. The proposed Tarchon Energy interconnector (from Germany) would allow 1400 MW of electricity to move in either direction providing energy security and resilience. The Project recently carried out targeted consultations between March 2025 to April 2025 and a landowner consultation.			X	
9-2.1188	Suggest that the Government's change in stance to allow more onshore wind power generation (as	The national high-voltage transmission network connects generation to homes and businesses where it			X	

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	opposed to offshore) should be factored into any cost-benefit analysis for the Project	is required, via the local networks (distribution networks operators). In this case that is UK Power Networks. New onshore generation, whether that be wind, solar or battery will often connect direct to the local network. Larger projects may connect directly to the high-voltage national network. Existing planned offshore wind generation, off the east coast of England, is unlikely to be impacted by potential increase in onshore wind generation. However, any policy change as a consequence of an increase in onshore wind generation is a matter for government. Therefore, a cost benefit analysis is not required.				
9-2.1189	Concern that the Project has been designed to deliver more electricity than required (e.g. the Project will deliver 6 kW where only 4 kW is required, in the context of considering alternative options).	The consideration of strategic alternatives has been considered. How these have been considered is set out in the 2023, 2024 and 2025 Strategic Options Backcheck and Reviews (document reference 7.17). The need case for the project is based on c.6 GW capacity to most efficiently deal with the transfer of power across the cited onshore boundaries. A 4 GW solution was considered for an offshore cable alternative which would remove the need to make a connection into, and out of, Bramford substation. Thereby the removal of the requirement of six additional large and costly converter stations. A 4 GW solution would be a considerably less efficient and a short-term arrangement.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Primary access routes / Haul road / Construction compounds						
9-2.1190	Criticism that the draft Order Limits (red outlined area) is considerable but National Grid has not explained why this area has been covered / Concern about the extents of Draft Order Limits for the Project (e.g. beyond the proposed construction sites into fields and other spaces)	The Order Limits is the maximum extent of land within which the Project, may be carried out, and includes both permanent and temporary land required to build and operate the Project. At statutory consultation the document 'Guide to Interacting with our Consultation Plans' provided further detail on the type of consultation plans provided and where relevant some terminology on the data sets shown on those plans, which together made the Order Limits.			X	
9-2.1191	Criticism that there is not enough information on permanent and temporary access roads, compounds and associated requirements for the constructions (e.g. given these will cause major disruption) / Request for information relating to construction camps (e.g. their size and proposed location)	Permanent and temporary access routes are distinct and are shown in the Project plans. The proposed construction compounds are shown in the project plans (in their proposed location and scale). The Environmental Statement (ES) Figure 4.1 includes the same level of detail. Permanent access to underground cables has not previously been defined and is shown within the updated Development Consent Order (DCO) design plans. Temporary access for enabling works will also be shown within updated design plans. Standard detail drawings for the above will be available within the DCO information. Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project			X	

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		including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network that will access the haul roads to construction sites. The Transport Assessment (document reference 7.11), submitted with the Development Consent Order (DCO) application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts.				
9-2.1192	With regards to Primary Access Route for H18-A1 and H19-A1, there have been a number of planning applications on Ipswich Road in that area recently that may need to be considered (Application Reference: 23/00136 and 24/00119). For Wick Lane, further information is sought on whether any management processes may be put in place given the unsuitable nature of the location for high HGV traffic volumes	National Grid notes the respondent's feedback. Planning application 23/00136 has been included in the assessments in Chapter 16: Traffic and Transport (document reference 6.16) within the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) and the Transport Assessment (document reference 7.11). Planning application 24/00119 has not been included as the traffic levels expected from the development are considered negligible and similar to that of the existing National Highways depot (Source Transport Statement Report Ref: 2306470-R01, January 2024) The Project proposes one cross over point on Wick Lane adjacent to the Flying Trade Group site and use of a short section of Wick Lane over the Ardleigh Reservoir.		X		

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		The section of Wick Lane proposed for Heavy Goods Vehicles has undergone Road Safety Audits, and mitigation measures for road safety have been developed. This includes temporary traffic management measures such as speed limit reductions and/or temporary signals and some localised widening.				
9-2.1193	With reference to paragraph 5.6.4, any proposals for temporary accesses that are not needed for operation to be made permanent as a legacy benefit, need to be treated on a case-by-case basis with discussions with the highway authority. Any design may need to be altered in order to be commensurate with their future use rather than the temporary use during construction. A separate planning application may be required for any accesses that are proposed to be retained as a legacy benefit	National Grid acknowledges the potential for certain temporary construction accesses to offer long-term value as legacy benefits in specific locations. Where the retention of a temporary access is proposed beyond the construction period, this will be considered on a case-by-case basis and discussed with the relevant highway authority. We agree that any access proposed for permanent use would need to be assessed to ensure its design and specification are appropriate for its intended long-term function, which may differ from its temporary construction role. We also recognise that any proposal to retain an access may fall outside the scope of the Development Consent Order (DCO) and could require a separate planning application or agreement under highways legislation. This approach ensures that any future use is properly considered and compliant, while retaining flexibility for the Project during delivery.		X		
9-2.1194	Drawing S.42 gives an indication of the layout of the proposed site accesses, whilst useful, as part of the DCO submission ECC would expect to see individual	Noted, these have all been provided within the Development Consent Order (DCO) submission.		X		

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	drawings for each access / crossing point including: • Visibility splays within the DCO redline or public highway based on the road speed limit or surveyed speed data. Investigation of the highway boundary will be required for each access. • Vehicle swept paths. • Data on the relative use of the access (i.e. total vehicle movements, peak vehicle movements broke down by vehicle class). • A Stage 1 Road Safety Audit with designer's response • Forward visibility splays for turning construction traffic to see approaching traffic on the major road and for major road traffic to see construction traffic waiting to turn off the major road. • Any additional areas of visibility on the outside of the curve (Figure 3.9 CD 123 Version 2.1.0)	In addition, individual drawings for accesses and crossing points have been produced and submitted to individual Local Highway Authorities for acceptance within the Stage 1 Road Safety Audit process. Each individual drawing included: location, visibility splays based on existing speed limits or surveyed speed data or engineering judgement where reduction of speed is intended; vehicle swept paths of construction vehicles, vehicle movement forecasts, additional areas of visibility on the outside of the curve (Figure 3.9 CD 123 Version 2.1.0). The drawings were accompanied by a Road Safety Audit brief, compiled in accordance with Standards for Highways, DMRB GG119Its.				
9-2.1195	Suggestion that National Grid should clearly outline the decision-making process for selecting the Primary Access Routes (PARs) and any reasonable alternatives to demonstrate that traffic and transport impacts have been carefully considered. Concern construction may become an issue if it interacts with existing developments (e.g A12). The respondent seeks a degree of control over the phasing of development and/or alternative temporary solutions to avoid adverse impacts.	For each section of haul roads, identified, potential access routes have been assessed. Each haul road required multiple routes to be reviewed to confirm that the most appropriate access been allocated, and highway constraints identified on these routes. The constraints are categorised as follows: • Level crossings • Bridges • Roads • Height		X		

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	Concern the Preliminary Environmental Information Report (PEIR) offers limited clarity on precise impacts for residents and the environment such as vegetation removal and construction compounds and requests further engagement with National Grid prior to Development Consent Order (DCO) submission	• Residential • Other. Roads that were deemed to be potential access routes were identified as any road crossing the proposed alignment. The constraints on the potential access routes were assessed using a red, amber, green (RAG) process, and plotted geographically as a GIS dataset. Through this assessment process a total of 339 access routes were evaluated, with approximately 3,330 unique constraints identified and categorised. A sifting process was carried out following the conclusion of the RAG assessment. The aim of the sifting assessment was to compare all potential access routes for each section of haul road and to identify which were most appropriate to use as Primary Access Routes. To manage the limitations of the desk top assessment, a drive through survey was carried out for Primary Access Routes once identified. This sought to confirm the identified constraints and locate any further constraints or hazards. Where there was not a clear and obvious route identified as the Primary Access Route to a section of haul road, a more detailed study was carried out. This included: • A desk top assessment to identify potential access routes. • A drive through survey of each of the identified potential access routes.				

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		• A report was produced to evaluate the potential access routes, identify the preferred Primary Access Route, and recommend any further assessment work. During the drive through surveys, video recording was carried out of the proposed PARs. The Preliminary Environmental Information Report (PEIR) provided information that was available at the time of submission at the 2024 statutory consultation. This provided an initial assessment of all road links forming the construction route. An assessment was undertaken to identify the percentage increase in HGV and total traffic due to construction on the local road network using future baseline traffic flow data. The predicted increase was assessed against 12-hour weekday flows (07:00-19:00 hrs). Following the submission of the PEIR, ongoing development of the Project proposals continued and further discussion held with local highway authorities regarding mitigation measures. A full assessment on the environmental impact and effects as a result of construction traffic associated with the Project is found within Chapter 16: Traffic and Transport (document reference 6.16) of the ES. This includes further environmental assessment on driver/passenger delay, pedestrian, cyclists and horse-rider delay, amenity, severance, fear and intimidation and road safety. Comment on the A12:				

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		The committed development for the A12 Chelmsford to A120 Widening Scheme (20/01905/OBS4) is no longer going forward following the decision by the Government to withdraw funding for the scheme.				
9-2.1196	Concern that the chosen Primary Access Routes (PARs) could potentially lead to extensive hedgerow loss and the reasoning for these routes have not been fully explained in the submission. Concern that related elements to the PARs are located close to residential properties suggests noise impacts and mitigation of construction laydown areas located is thoroughly considered. Concern that operational accesses around Braintree appear impractical without further upgrade and suggests that a review should be conducted in discussion with the Local Highway Authority and BDC	For each section of haul roads, identified, potential access routes have been assessed. Each haul road required multiple routes to be reviewed to confirm that the most appropriate access route had been allocated, and highway constraints identified on these routes. The constraints were categorised as follows: • Level crossings • Bridges • Roads • Height • Residential • Other. Roads that were deemed to be potential access routes were identified as any road crossing the proposed alignment. The constraints on the potential access routes were assessed using a red, amber, green (RAG) process, and plotted geographically as a GIS dataset. Through this assessment process a total of 339 access routes were evaluated, with approximately 3,330 unique constraints identified and categorised. A sifting process was carried out following the conclusion of the RAG assessment. The aim of the sifting assessment was to compare all potential access		X		

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		routes for each section of haul road and to identify which were most appropriate to use as Primary Access Routes. To manage the limitations of the desk top assessment, a drive through survey was carried out for Primary Access Routes once identified. This sought to confirm the identified constraints and locate any further constraints or hazards. Where there was not a clear and obvious route identified as the Primary Access Route to a section of Haul Road, a more detailed study was carried out. This included: • A desk top assessment to identify potential access routes. • A drive through survey of each of the identified potential access routes. • A report was produced to evaluate the potential access routes, identify the preferred Primary Access Route, and recommend any further assessment work. During the drive through surveys, video recording was carried out of the proposed PARs. The only location where hedgerows would be temporarily removed is where widening of the carriageway is required, which is only in a handful of locations across the whole of the project. In other locations hedgerows will be retained but cut back to ensure adequate vehicular visibility is provided. This				

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		would be in line with the local highway authority's maintenance plan. The proposed construction access strategy has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors, using a combination of more suitable Local Road Network (LRN) connections from the Strategic Road Network (SRN), and temporary haul roads for access along the alignment. Further details of the Construction Routing Strategy are provided in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), submitted as part of the Development Consent Order (DCO) application. The Outline CTMP (document reference 7.3) includes details of proposed pre-condition and post-condition surveys, and includes allowance for remediation works where changes to the condition have occurred due to the Project construction work. Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16), submitted as part of the Development Consent Order (DCO) application, includes the assessment of the residual impacts of the Project including changes in traffic flow, delays, road safety and impact on walking, cycling and horse-riding modes along the Primary Access Routes (PARs) located on the Local Road Network. With appropriate mitigation in place, the magnitude of impact along the primary				

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		access routes within Braintree are considered slight and the overall effect classified as not significant. Discussions have been held with Essex County Council and National Highways on the likely impact of the Project on the local and strategic highway network around the Braintree area. Details of the assessments undertaken at key junctions can be found within the Transport Assessment (document reference 7.11), submitted as part of the Development Consent Order (DCO) application, with appropriate mitigation identified. Further details on the management of mitigation is provided in the Outline CTMP (document reference 7.3). A construction traffic noise assessment is presented in ES Chapter 14: Noise and Vibration (document reference 6.14) and associated Appendix 14.2: Construction Traffic Noise Assessment (document reference 6.14.A2), submitted as part of the Development Consent Order (DCO) application. The assessment indicates that there are no potential significant adverse effects due to construction traffic noise in this area.				
9-2.1197	Suggestion that parts of the Major Road Network (MRN) such as the A140 should be assessed in terms of Institute of Environmental Management and Assessment (IEMA) rule 1 and 2 and that Abnormal Indivisible Load (AIL) routes should be proven as viable from a port of origin to the site access off the Primary Access Route (PAR)	An assessment of the temporary impact of the Project construction traffic on the MRN, including A140, has been undertaken in the Transport Assessment (document reference 7.11). AIL routes have been assessed from port of origin to the site access off the PARs. Refer to the AIL Strategy within the Outline Construction Traffic Management Plan		X		

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		(CTMP) - (document reference 7.3), submitted as part of the Development Consent Order (DCO) application.				
9-2.1198	Request for more information and reassessment of the proposed access route diagonally across a field and through a tree belt. Suggest use of the existing field path east of the railway embankment and cut through to the little triangular field to access the construction corridor of the eastern side of the railway (where the fewest trees are)	The proposed haul road has been located to avoid clashes with scaffold towers and construction of the pylon. Routing the haul road along the suggested alterative would create a number of health and safety and programme conflicts as the haul road, which will remain in constant use, would run through an active construction site. As such an alternative route has been developed to avoid these issues.		X		
9-2.1199	Request that the Traffic and Transport proposals should include a statement around requiring more extensive monitoring, controls and enforcement for construction traffic, as this does not appear to be considered in sufficient detail within the consultation documents. Criticism that the transport impacts of the pre-commencement operations including the creation of temporary site accesses and construction compounds are also not referred to	Monitoring, control and enforcement for construction traffic is detailed within the Outline Construction Traffic Management Plan (CTMP) - (document reference 7.3), submitted as part of the Development Consent Order (DCO) application. The Outline CTMP (document reference 7.3) will apply to the pre-commencement operations. The trip generation of construction vehicles that has been used for the assessments in the ES Chapter 16: Traffic and Transport (document reference 6.16) and Transport Assessment (document reference 7.11), submitted as part of the Development Consent Order (DCO) application, considers pre-commencement activities e.g. site clearance activities, site set up works associated with the establishment of temporary construction compounds, and temporary accesses. It		X		

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		must be noted that the assessment has been carried out for the worst-case construction peak year that has been estimated based on a worst-case scenario, identifying peak-day vehicle movements for each construction activity to ensure a robust and conservative impact assessment. This approach highlights the maximum potential impact of the Project on each Primary Access Route during the construction period.				
Project Finance / Costs						
9-2.1200	Criticism of using financial compensation to go ahead with the Project / Criticism of National Grid for using compulsory purchase orders / Criticism that insufficient evidence has been provided by National Grid to justify using compulsory purchase orders	Compensation is available where prescribed by statute. Those directly affected by the Compulsory Acquisition or Temporary Possession Powers in the Order (i.e. the ordinarily landowners and those with other interests in the land required for the Project) would in principle be entitled to statutory compensation in accordance with the statutes known as 'the Compensation Code'. National Grid may have to rely on compulsory purchase powers as a last resort, if voluntary agreements for land rights cannot be reached with landowners. We will continue discussions with landowners and try to acquire land and rights over land through voluntary agreements with landowners. When submitting the Development Consent Order (DCO) application, National Grid will also apply for compulsory purchase powers. This would ensure that, if the DCO is granted, National Grid would be able to obtain all land rights needed to construct and subsequently operate the new electricity transmission	X	X	X	

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		assets in a reasonable timescale where voluntary acquisition of land or rights is ultimately unsuccessful.				
9-2.1201	Criticism that too much weight has been given to keeping the cost of the Project low / Criticism that National Grid has gone with the cheapest option (e.g. initial costs) / Criticism that the project only benefits National Grid's bottom line / shareholders	National Grid notes the respondent's feedback. Cost is one of the factors that needs to be considered in making decisions on the Project as guided by our duties under the Electricity Act 1989. The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances. However, the Government is aware that overhead lines may not be appropriate in particularly sensitive areas. The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting). Its aim is to ensure that decisions regarding the project's design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid's statutory duties and obligations are selected as the preferred option or options. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. The consideration of cost within the decision-making	X	X	X	

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		process is therefore one of our statutory duties and is not something that we could make representation to the Office of Gas and Electricity Markets (Ofgem) to waive.				
9-2.1202	Criticism of the costings (including cost models used) provided by National Grid for the Project and alternative options (e.g. including offshore; some significant costs that do apply to overhead lines but not underground or offshore have not been included in the costings; the cost provided by National Grid is too low, given comparison to the cost of the Hinkley project) / Criticism that the cost savings for an integrated offshore ring main / use of High Voltage Direct Current (HVDC) underground cables has not been considered (e.g. savings of £2 billion and infrastructure requirements reduced by 50%) / Concern that the cost of the Project has been underestimated	National Grid notes the respondent's feedback. Construction costs are included in the overall estimated costs of each strategic option. This is set out in the 2025 Strategic Options Backcheck Report (SOBR) (document reference 7.17). This document takes account of any new cost or technology information, for instance along with any other changes in the planning and regulatory framework. Where the cost of more minor elements of each strategic option are unlikely to distinguish between options, these are not necessarily included. We will continue to engage with the government and our regulators regarding policy and costs for new infrastructure and will adjust our approach if necessary. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project and are contained within the 2025 SOBR (document reference 7.17). These alternative technologies included an offshore connection using Direct Current (DC) technology, and various onshore connection options including increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage	X	X	X	

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		Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
9-2.1203	Request for transparent costings for Project and alternative options / Criticism that transparent costings for the Project and alternative options have not been provided	National Grid notes the respondent's feedback. Construction costs are included in the overall estimated costs of each strategic option. This was set out in the 2024 Strategic Options Backcheck and Review (SOBR) (available on the Project website) and is set out in the 2025 SOBR) (document reference 7.17). This document takes account of any new cost or technology information, for instance along with any other changes in the planning and regulatory framework. Where the cost of more minor elements of each strategic option are unlikely to distinguish between options, these are not necessarily included. We will continue to engage with the government and our regulators regarding policy and costs for new infrastructure and will adjust our approach if necessary.	X	X	X	
9-2.1204	Criticism that impact on property value / private loss has not been included in the costings provided for different options by National Grid for the consultation (including cumulative costs of legal fees) / Criticism that National Grid has not provided analysis on the impact of the Project and alternatives on house prices (as requested by respondent in previous consultation)	National Grid is promoting what is termed a 'Nationally Significant Infrastructure Project' (NSIP). The process by which the Project must progress through the planning process is set out in the Planning Act 2008 and associated guidance. In addition, the potential impacts of the proposal are required to be assessed under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and legislation. There is	X		X	

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		no requirement for a potential effect on property prices to be assessed or be included in the costing of options. Potential impact on property prices is not a material planning consideration for the purposes of a DCO application. Separate to this point, the Secretary of State has asked that the DCO application include an assessment of the likely significant environmental effects in the form of potential impacts on property prices. The ES contains an assessment on this. It concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project. Although not part of the Environmental Impact Assessment process it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met).				
9-2.1205	Concern about the cost to the consumer for financing the Project / Request for information on the cost of Project for consumers	National Grid is funded by a price control mechanism which is agreed with and set by the Office of Gas and Electricity Markets (Ofgem). We pay up front the cost to build a new power transmission line. The cost is then gradually passed on to customers through their electricity bills over the next 40 years or so. The funding for these up-front costs comes from our shareholders and the institutions that lend us money. Across all our investments in our vital infrastructure, this amounts to many billions of pounds. They invest in us because they expect that we will make a sufficient profit to provide an appropriate return on their investment and eventually	X		X	

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		pay them back. This brings a major benefit to electricity bill payers as it allows the recovery of the cost of our investment to be spread out over many years, rather than having a spike in electricity bills when we build a large new transmission connection. In response to a request by Essex County Council on behalf of all host Local Planning Authorities, we agreed to fund an independent review of cost options. This review has been completed and can be found on the Project website.				
9-2.1206	Criticism that too much money is being / has been spent on consultation	Public consultation is important to inform people of the proposals and to allow stakeholders an opportunity to provide feedback and influence the plans. National Grid ensured that our consultation was as informative as possible to provide local residents with accurate and representative information on our proposals. This included having our documents, interactive map, and 3D visualisation tools available at all of our Public Information Events. This meant that people could interact with our Project and have a full understanding of what we are proposing. We also provided both digital and printed materials to allow people the choice of how to interact with the consultation.	X		X	
9-2.1207	Suggest that costings for options for the Project (e.g. overhead line, offshore, underground cables) take savings from wind power into account	Costs for the Project and potential strategic alternatives are set out in the 2025 Strategic Options Backcheck and Review (document reference 7.17) and subsequent back-checks, the basis on which costs are estimated			X	

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		and the criteria used, is also set out in this report. These costs are based on the component parts that National Grid requires to build and operate a transmission apparatus. This allows a comparison to be made across alternatives. Potential savings arising from the connection to more affordable additional wind power are not relevant to the strategic options appraisal speculative and are therefore not taken into account in the costings.				
9-2.1208	Suggest that an alternative solution (e.g. underground cables, offshore, etc) is used for the Project with the cost of this covered by people in London / Suggest that existing infrastructure is upgraded for the Project with the cost of this covered by people in London	National Grid notes the respondent's feedback. Strategic alternatives for the Project, including underground cables and offshore cables, have been considered and are set out in the published Strategic Options Backcheck and Reviews (SOBR) published in 2023 and 2024 (available on the Project website) and the 2025 SOBR (document reference 7.17). This sets out the need case for the Project and the reasoning why an onshore solution (including a mix of overhead lines and underground cable) has been taken forward. National Grid has a statutory duty to facilitate new connections and maintain a safe National Electricity Transmission System (NETS). The Project would facilitate the connection agreements that are in place with two offshore wind farm projects and an interconnector project based on their connection into a new East Anglia Connection Node (EACN) substation. The Project would also reinforce the local transmission network which currently does not have the capacity			X	

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		needed to reliably and securely transport all the energy that is likely to be connected in the future – driven by the Government's plan to increase offshore wind from the current 8.5 GW to 50 GW by 2030 to meet the increased demand. This ambition has been emphasised in the National Energy System Operator's (NESO) Clean Power 2030 report published in November 2024. The needs case is reviewed at each critical stage of the Project's development and without a robust demonstrable need the Project would be revised or fall away. Currently, the contracted generation shows a clear need for the Project. The cost of the Project would be shared by all billpayers. National Grid is funded by a price control mechanism which is agreed with and set by the regulator, the Office of Gas and Electricity Markets (Ofgem). National Grid pays up front for the costs to build a new power transmission line. The cost is then gradually passed to consumers through their electricity bills over the next 40 years or so. Any alternative option would also be funded in this way, and so we are required to pursue the cheapest option as all costs ultimately go onto the billpayer.				
9-2.1209	Criticism that cost of accessing pylons for construction and maintenance, and the cost of archaeological investigation where agricultural land with historical significance is requisitioned, have not been included in the long term comparative costings for the Project	National Grid's assessments, which will be subject to regulatory scrutiny, have concluded that the costs for an offshore grid would be around £4 billion, with lifetime costs of £4.5 billion. These figures are in line with what we expect when considering the costs of projects of similar technology and length and including other factors included in the construction stage.			X	

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9-2.1210	Criticism that the impact of the Project (e.g. impact on the environment, impact on residents, impact on traffic, impact on tourism, impact on health/mental health, impact on businesses) has not been included in the costings provided for different options by National Grid for the consultation / Suggest that impact of the Project (e.g. impact on the environment, impact on residents, impact on traffic, impact on tourism, impact on health/mental health, impact on businesses) is included in the costings	The factors listed have, where practicable, been considered by the Project. The figures National Grid has presented as expected costings for the Project are reflective of the final costs for other similar projects which included wider costs and impacts of proposals such as impacts of traffic and tourism. As we developed our proposals, we considered how to mitigate any potential impacts that our proposals might have and welcomed feedback on this at our consultation. Where necessary, we have amended our proposals in light of this feedback. Within the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), we have outlined potential environmental, social economic, and health impacts as well as mitigation.	X		X	
9-2.1211	Suggest that cost of the Project is spread across the UK (e.g. to make alternative options viable)	The cost of the Project would be shared by all billpayers, not just those in East Anglia. National Grid is funded by a price control mechanism which is agreed with and set by the regulator, the Office of Gas and Electricity Markets (Ofgem). National Grid pays up front for the costs to build a new power transmission line. The cost is then gradually passed to consumers through their electricity bills over the next 40 years or so. Any alternative option would also be funded in this way, and so we are required to pursue the cheapest option as all costs ultimately go onto the billpayer.			X	

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9-2.1212	Suggest that impacts and costings for the Project are obtained from a reputable neutral source	There have been independent assessments of Project cost. This includes The National Energy Systems Operator (NESO)'s comprehensive cost breakdown of the onshore and offshore options. For further details refer to the report on East Anglia Network Study, by the National Energy System Operator which is available on the NESO website. There have been several reports that have shown that an onshore option is the cheapest option to reach net zero targets set by the government, such as from NESO and Ofgem. Ultimately, it is for National Grid to demonstrate to the regulator that the Project has been fully costed.			X	
9-2.1213	Criticism that there are cheaper alternatives to the Project that National Grid has not considered / Criticism that the Project is too expensive (e.g. the cost of steel and ongoing maintenance is expensive)	Throughout the development of our proposals, we have carried out as full costing analysis of both overhead line and alternative options. Our initial assessments have concluded that the costs for an offshore grid would be around £4 billion, with lifetime costs of £4.5 billion. Whereas the costs of pursuing the onshore option would be £895 million, and lifetime costs of £1,231 million. When developing proposals for new transmission connections, we need to consider National Policy Statements which are set by government. The National Policy Statement (NPS) EN-5 covers the development of new energy infrastructure. This policy concludes that in most cases, the government expects that overhead lines will be appropriate and should be used as standard to reinforce the grid. The proposals to use overhead line	X	X	X	

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		technology for the Project is in line with this policy and with our statutory duty as a company. In addition to cost, there are a range of environmental factors and other onshore and offshore impacts which need to be considered for alternatives. Taking all these considerations into account, we have concluded that an onshore connection is the most appropriate solution for the Project. Further information regarding the potential alternatives, including discussion of costs, and how we came to our conclusion that our proposed connection is the most appropriate solution, is available in the 2025 Strategic Options Backcheck and Review (document reference 7.17) and the 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15).				
9-2.1214	Suggest that National Grid provide the costs for the Project (and alternative options) in terms of the actual net change to the average UK electricity bill per household (including the estimated / predicted unit cost restrictions in kilowatt power generation, again, presented as a cost per year per household figure)	National Grid does not produce or sell electricity and does not set household bills. National Grid is funded by a price control mechanism which is agreed with and set by the regulator, the Office of Gas and Electricity Markets (Ofgem). We pay up front the costs to build a new power transmission line. The cost is then gradually passed to consumers through their electricity bills over the next 40 years or so. Our transmission network cost in 2023/2024 was £24.50 of the average annual household bill, of which 44 per cent was Network Investment.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Network costs vary year to year. For example, to reflect usage or how costs are allocated on different parts of the network. Because of this, we do not currently have exact figures for how Norwich to Tilbury or other projects could increase consumer bills. For more information on how National Grid Electricity Transmission impacts household bills, please see our website: https://www.nationalgrid.com/electricity-transmission/who-we-are/breaking-down-your-bill.				
9-2.1215	A group claim for all residents affected by the building of the pylons for "blight, disruption to the enjoyment of their properties and loss of property value" is being planned / Concern that this will cost National Grid a significant amount of money, which has not been factored into their costings	There is currently no basis in planning or in legislation that requires National Grid to provide compensation to third party property owners that believe their property is going to be devalued by the installation of pylons. UK law also does not allow for compensation in cases of a loss of view or changes to a view.			X	
9-2.1216	Criticism that the costings for the Project do not include the compensation claims that will be made due to National Grid not presenting an offshore option	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business	X		X	

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		Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Additionally, we await details of how the Government intends to implement its proposals for those living in close proximity to new electricity infrastructure.				
9-2.1217	Suggest that National Grid provide the whole life costs for the Project, including land purchase, maintenance, withdrawal from services, environmental costs, etc	National Grid is funded by a price control mechanism which is agreed with and set by the Office of Gas and Electricity Markets (Ofgem). We pay up front the costs to build a new power transmission line. The cost is then gradually passed to customers through their electricity bills over the next 40 years or so. The funding for these up-front costs comes from our shareholders and the institutions that lend us money. As part of this regulatory framework we have to demonstrate to the regulator that the Project is offering value for money for the bill payer. The work put in to assess the different options available for this Project including the whole life costs was set out in the 2024 Strategic Options Backcheck and Review which is available on the Project website and was available at the consultation events.	X		X	
9-2.1218	Criticism that cost of mitigation has not been included in the costings provided for different options by National Grid for the consultation (e.g. offshore)	For the statutory consultation, National Grid prepared indicative estimates of the capital costs involved in the options we considered. These indicative estimates were based on the high-level scope of works defined for each strategic option in respect of each technology option that is considered to be feasible, these were presented in the	X		X	

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		2024 Strategic Options Backcheck and Review (available on the Project website) and updated in the 2025 Strategic Options Backcheck and Review (document reference 7.17). As these estimates were prepared before detailed design work had been carried out, we made equivalent assumptions for each option. This methodology ensured that all options for appraisal proposes were compared on a like for like basis.				
9-2.1219	Request for National Grid to provide disaggregated costs for the Project (list of costs provided by respondent)	Costing of strategic options are done on a like for like basis and it isn't feasible to develop all strategic options to the same level of detail as the preferred option taken forward, and as such the development and provision of a project costing of just the preferred option would skew the comparison between strategic options would likely lead to misunderstanding and interpretation of data. National Grid Electricity Transmission (NGET) is an Office of Gas and Electricity Markets (Ofgem) regulated business, with obligations to consider customer, environmental and other considerations as outlined in the Electricity Act and in its licence commitments. Consideration of the costs of a project and the funding it should receive via the regulatory settlement is the subject of a separate regulatory process, and it is not appropriate for the Planning Inspectorate, Examining Authority or the Secretary of State in their remit under the Planning Act to seek to duplicate other regimes.			X	

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9-2.1220	Suggest that the Crown Estate makes a contribution to the funding of the Project (e.g. to make alternative options viable)	How the Crown Estate manage their resources is not a matter for National Grid. National Grid is funded by a price control mechanism which is agreed with and set by the regulator, the Office of Gas and Electricity Markets (Ofgem). We pay up front the costs to build a new power transmission line. The cost is then gradually passed to consumers through their electricity bills over the next 40 years or so. The funding for these up-front costs comes from our shareholders and the institutions that lend us money. In addition, the cost of the Project is not the only factor considered when considering alternatives. Due to technical and environmental constraints, neither an underground route nor an offshore option would be deliverable by 2030, when up to 50 GW of offshore wind energy will need to be connected into the grid. The 2024 National Energy System Operator (NESO) (previously Electricity System Operator (ESO)) East Anglia Network Study also agrees that neither option would meet the 2030 target.			X	
9-2.1221	Criticism that too much weight has been given to keeping the maintenance costs of the Project low (e.g. given that the overhead line option is better for National Grid profit in terms of maintenance costs)	Short, medium and long term maintenance is something that National Grid has to consider as part of the planning and design process. The decision made around overhead line, underground cable or other technologies are not made on "profitability of maintenance" but actually on social, environment, economic scales and also extensive planning and reviewing the landscape to			X	

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		find what solution works best whilst impacting the local environment the least.				
9-2.1222	Suggest that a full comparison between the cost of the Project, including build costs, ongoing costs / uplifts in bills per household, and the effect of each route to Company executive's bonuses should be published for transparency	National Grid does not produce or sell electricity and does not set household bills. National Grid is funded by a price control mechanism which is agreed with and set by the regulator, the Office of Gas and Electricity Markets (Ofgem). It pays up front what it costs to build a new power transmission line. The cost is then gradually passed to consumers through their electricity bills over the next 40 years or so. Our transmission network cost in 2023/2024 was £24.50 of the average annual household bill, of which 44 per cent was Network Investment. Network costs vary year to year. For example, to reflect usage or how costs are allocated on different parts of the network. Because of this, we do not currently have exact figures for how Norwich to Tilbury or other projects could increase consumer bills. As a private company, we will not be disclosing the details of company executive bonuses. They also have no bearing on the Project.			X	
9-2.1223	Suggest that National Grid conduct a full and inclusive review of the options other than overhead lines and include the full implications of long term maintenance and the involvement of all parties (e.g. the review must not be restricted to the cost / benefit implications for National Grid alone)	National Grid looks at all factors when selecting a method of connecting the transmission network. A full, detailed appraisal is carried out which as a result will provide solutions to the challenges that we face. The actual cost of the works including the long term maintenance is only one factor and is taken after we			X	

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		have reviewed other factors like environmental impact, visual impact and local communities. The strategic options and basis for decisions have been published at both the 2023 non statutory consultation and also the statutory consultation and remain available to view on the Project website.				
9-2.1224	Concern that the cost of the Project provided by National Grid does not include / very little cost has been attributed to wayleaves and compulsory purchase	National Grid's Project costs do take into account the required agreements needed to install, maintain and remove equipment. Further information on National Grid's agreement payments can be found in the Land Right Strategy document, which is available on the Project website.			X	
9-2.1225	Suggest that local residents should have an opportunity to contribute to paying for alternative options (e.g. underground cables) through a small fee	Due to the large costs involved in an underground or offshore alternative, it would not be possible to meet this cost by local residents choosing to contribute a small fee. In addition, the cost of the Project is not the only factor considered when considering alternatives. Due to technical and environmental constraints, neither an underground route nor an offshore option would be deliverable by 2030, when up to 50 GW of offshore wind energy will need to be connected into the grid. The 2024 ESO East Anglia Network Study also agrees that neither option would meet the 2030 target.			X	
9-2.1226	Criticism that despite the Supply Chain stating 30% increases, and long manufacturing delays, National Grid is unable to answer in consultation where they	National Grid has to continuously review the economic situation with regards to manufacturing and capacity. As a rule and as part of our commitment, materials are all			X	

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	would be sourcing steel, and claim not to have tendered and / or costed any construction as the application has not reached this phase / Request for National Grid to confirm how the Project will be re-costed accurately to reflect current inflationary conditions	sourced from as local as possible however this is not always achievable. National Grid has a robust procurement process and supplier base which are monitored, reviewed challenge on their cost and driven to sustainable more cost effective solutions. All Project costs do, where possible, take into account any potential factors which may adjust the baseline costs where feasible.				
9-2.1227	Criticism that National Grid has not included Biodiversity Net Gain in their costings (e.g. 10% BNG could cost millions of pounds)	At a strategic level all Project costings are done at the same level of detail and that cannot include detailed costings for specific mitigation, including Biodiversity Net Gain (BNG). It is important when comparing alternatives that all costs are on the same bases to ensure consistency.	X	X	X	
9-2.1228	Criticism that National Grid has not included mitigation in their costings	National Grid has undertaken an Environmental Impact Assessment (EIA). The results of this assessment are provided in the Environmental Statement (ES) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022 (document reference 6.19).	X		X	

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		We continued to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work. At a strategic level all Project costings are done at the same level of detail and that cannot include detailed costings for specific mitigation. It is important when comparing alternatives that all costs are on the same bases to ensure consistency.				
9-2.1229	Criticism that National Grid has not included Community Benefits in their costings (e.g. this will equate to hundreds of millions of pounds)	The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this Project to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent	X		X	

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		process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-2.1230	Criticism that National Grid has underestimated compensation costs in their Project costings (e.g. landowners will challenge the very minimalist compensation offered that has not been reviewed for many years and is insignificant in today's costs of living) / Criticism that the cost of compensation will make the Project unviable (e.g. so alternative options should be reviewed) / Criticism that National Grid has not provided calculations estimating the compensation for: decrease in property values; Crop losses (temporary and permanent); Disturbance and reinstatement costs; Landowner time; Professional fees; Loss or sterilisation of minerals; Loss or sterilisation of development land; Impact on businesses	National Grid's Land Rights Strategy sets out compensation payments that will be made to landowners. The document and the payment schedules contained within, were reviewed, and updated in early 2024. A copy of this document is available on the Project website. Landowners will be compensated accordingly for any substituted damages, losses and disturbance, in line with the Compensation Code.	X	X	X	
9-2.1231	Criticism that costing contingencies are only 10%, despite this being the longest National Grid Project, with the most unknowns (e.g. normally big projects include around 40% contingency as per the Treasury Green Book guidance	National Grid is confident that the process we follow to identify and then assess potential strategic options is robust and the most appropriate. This has been tried and tested through numerous previous projects, the formal examination process and ultimately decided by the relevant Secretary of State.			X	

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		The Treasury Green Book provides guidance on the interpretation by public servants of public spending, assets and resources for projects, policies and spend from the public purse. That is not relevant for National Grid Electricity Transmission (NGET). There is no requirement in the Planning Act 2008 for developers to have to submit a Treasury Green Book assessment as part of a Development Consent Order (DCO) application. NGET is an Ofgem regulated business, with obligations to consider customer, environmental and other considerations as outlined in the Electricity Act and in its licence commitments. Consideration of the costs of a project and the funding it should receive via the regulatory settlement is the subject of a separate regulatory process, and it is not appropriate for the Planning Inspectorate, Examining Authority or the Secretary of State in their remit under the Planning Act to seek to duplicate other regimes. It is also important that all strategic options are considered on a like for like basis and as such applying a percentage would need to be applied to all strategic options so wouldn't have a fundamental impact on the outcome of strategic options.				
9-2.1232	Criticism relating to the costs of late or delayed delivery (Ofgem fines) / Despite passing on the risk to the consortium for construction to incentivise their delivery and performance, delays will cost millions,	Penalties and incentives from Ofgem do not form part of the decision making in terms of which is the most suitable option. Constraint costs, like the ones published in the 2024 NESO report inform the requirements to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	and this has not been considered in the Project costings	deliver the project by certain dates, they also do not influence the assessment of the Project against the consenting requirements considered. There are always multiple considerations on a project of this scale and efficient delivery to dates to minimize constraint costs to the consumer is one of those, but so is acceptability in consenting terms. The overall funding position of the delivery of the Project is not secured from Ofgem until after the Development Consent Order is granted.				
9-2.1233	Suggest that energy companies should pay for the Project (e.g. the difference in cost for alternative options should be covered by energy companies) (i.e. profits from energy sales should be used for the Project rather than pushing the cost onto the consumers through bills)	National Grid does not produce or sell electricity and does not set household bills. National Grid is funded by a price control mechanism which is agreed with and set by the regulator, the Office of Gas and Electricity Markets (Ofgem). We pay up front the cost to build a new power transmission line. The cost is then gradually passed to consumers through their electricity bills over the next 40 years or so. The funding for these up-front costs comes from our shareholders and the institutions that lend us money. Across all our investments in our vital infrastructure, this amounts to many billions of pounds. They invest in us because they expect that we will make a sufficient profit to provide an appropriate return on their investment and eventually pay them back. This brings a major benefit to electricity bill payers as it allows the recovery of the cost of our investment to be spread out over many years, rather than having a spike in electricity bills when we build a large new transmission connection.			X	

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9-2.1234	Suggest that the cost of the Project is spread across multiple years (e.g. to make alternative options viable)	The Project is funded based on cost estimates over a given period of time already. National Grid has to continuously demonstrate best for task and value for money in all the design stages and continue into construction with lean techniques to improve efficiency in the build.			X	
9-2.1235	Criticism that National Grid's costs are based on an independent study of different solutions, the 'Electricity Transmission Costing Study' which was signed off in January 2012, and is therefore outdated and does not include all the technical advances that have occurred during this time	National Grid keeps technology developments under constant review and the costs set out in National Grids' Strategic Options Backcheck and Review are based on an assessment completed in 2022. National Grid did not use the IET Electricity Transmission Costing Study 2012 (IET Report 2012) as the basis of our methodology. The IET Report 2012 was produced independently to provide a third party benchmark of costs. National Grid's latest assessment information is based on a 2020/21 cost base. It has also taken account of the latest technology for example in HVDC (we are now able to install the largest cables currently available in the Market at 525 kV 2 GW per bi-pole where appropriate). Our analysis took account of these developments for the comparison and concluded for the capacity and connections we were required to make an onshore option represented the most appropriate solution.	X		X	
9-2.1236	Criticism that costs provided by National Grid lack credible detail and conflict with earlier annual report materials which have been published	National Grid provides full detail of the technology considered, capital cost and lifetime cost in Appendix C 'Technology Overview', Appendix D 'Economic Appraisal' and Appendix E 'Mathematical Principals Used for AC Loss Calculation' in the 2025 Strategic			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Options Backcheck Report (document reference 7.17). This methodology is consistent with the previous applications made for Development Consent Orders made by National Grid and is a transparent methodology that aligns with independent benchmarks and price control submissions to the regulator Ofgem.				
9-2.1237	Criticism that the proposed lump sum payment to landowners for the easement places an unfair encumbrance onto future generations / Suggest that easement agreement be arranged as an annual payment, for which wayleave payments are made in addition to compensation for crop loss during repairs / Suggest that National Grid should continue to pay wayleaves to landowners for as long as infrastructure for the Project is installed (e.g. as problems related to field obstructions will continue)	National Grid's Land Rights Strategy sets out compensation payments that will be made to landowners. The document and the payment schedules contained within, were reviewed, and updated in early 2024. A copy of this document is available on the Project website. Where easement payments cover the rights for National Grid to access the land in perpetuity, these payments do not include any future damage or disturbance claims that may arise from maintenance works. These will be dealt with on a case-by-case basis at the time. National Grid does not use annual wayleave agreements / payments for new assets. This is to ensure the permanent rights to install, maintain and remove the apparatus. A one-off easement payment is the equivalent of annual wayleave payments for the expected life span of the apparatus.			X	
9-2.1238	Criticism that the Project (e.g. use of overhead lines) is a more expensive solution over the design life when reliability is taken into account	The use of overhead lines is more efficient in both maintenance and construction when compared to alternative methods such as underground cable. The			X	

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		reliability of the overhead line network to date is very good and improving with every upgrade.				
9-2.1239	Criticism that the costs for the Project do not include compensation to landowners, residents and businesses through Community Benefits, Biodiversity Net Gain, and house price compensation	National Grid notes the respondent's feedback. Throughout the development of the Project, we have carried out as full costing analysis of both overhead line and alternative options. These costs are detailed in the 2025 Strategic Options Backcheck Review (document reference 7.17) submitted with the DCO application. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package,	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				

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Project Finance / Costs						
9-2.1240	Criticism that overhead lines have a large capital expenditure / Criticism that overhead lines are expensive	National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using direct current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; alternating current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; high voltage direct current (HVDC) overhead line and underground cables; and gas insulated line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.			X	
9-2.1241	Criticism that the Project has not proposed to pay for landowner's time in association with the Project	If a landowner has any concerns or questions over what is covered under compensation associated with the Project, they should seek third party advice on the Compensation Code or contact the Project's lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to: Norwich to Tilbury Lands Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.			X	

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		The Project's Lands team will be able to discuss landowners time with individual landowners or their appointed agent and reach agreement on when their time will be covered.				
9-2.1242	Criticism that the costs for the construction and removal of the haul road for the Project have not been provided by National Grid	Strategic option costs were provided in the 2024 Strategic Options Backcheck and Review (SOBR) (available on the Project website) and now provided in the 2025 SOBR (document reference 7.17) to compare strategic options in a like for like scenario, breaking down the costs on one option wouldn't provide a fair comparison between options. Delivery methodology and strategies around things like haul roads also aren't defined at the time of consultation all of which would have impacts on detailed costings. Project funding is secured through Ofgem submissions and challenged after the Development Consent Order (DCO) submission has been made, once detail around the scheme has been defined to such an extent that more detailed costs can be broken down and provided to the regulator in line with the regulatory process.			X	
9-2.1243	Concern that costings for the Project are based on generic 'book' costs (uplifted for inflation at 2021 levels) which are now significantly out of date, and did not account for enough contingency for location-specific technical requirements (e.g. given the variable terrain of the Project route) / Criticism of the use of a generic cost model for the Project	The 2020/2021 cost base analysis as set out in the 2025 Strategic Options Backcheck and Review (document reference 7.17) is to assess alternatives at a comparable high-level for the purposes of options appraisal. The costs are published on a historical unit cost basis and given a fixed point in time for comparison. The appendices set out what the costs include and the basis upon which they are used. The calculation for all			X	

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		options, including overhead line, underground cabling or subsea cabling, does not require detailed location-specific information to allow a robust comparison.				
9-2.1244	Suggest that overuse of electricity should be taxed to fund alternative options for the Project (e.g. opposed to government policy centred on making electricity cheaper)	National Grid Electricity Transmission is not responsible for charging consumers for electricity or taxation. Instead, it operates and maintains the UK's electricity transmission system.			X	
9-2.1245	Criticism that currently significant doubt and uncertainty exists as to the economic justification for the proposed cable route to the Tilbury Substation / Request that the cost of the Project must be considered against the protection afforded to maintaining the competitiveness and resilience of national ports in National Policy Statement for Ports (NPSP)	Following consideration of feedback, direct engagement with relevant parties and further technical review, National Grid has modified the connection arrangements at Tilbury. We now propose to connect to the National Electricity Transmission System by establishing a new 'Tilbury North' substation to the south of Orsett Golf Course which would be connected into the existing 400 kV overhead line (running north from the existing Tilbury Substation). The new connection arrangement into Tilbury North substation achieves the same (or under some circumstances improved) system performance as if connecting into the existing Tilbury Substation.			X	
9-2.1246	Criticism that the generic cost models used by National Grid are inappropriate given that the construction cost depends on proper engineered solutions derived from correctly specified geological exploration, significant local surveying delivering a considered engineering design	National Grid notes the respondent's feedback. Cost estimates are based on information available at the time and previous experience on similar projects. This at a sufficient level of detail to allow for a comparison of strategic alternatives.			X	

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9-2.1247	Criticism that the design adequacy of the Project is poor (e.g. including due to lack of geological surveys and benchmarking the Project against a similar scheme in Scotland), which in turn leads to a wide discrepancy of Project cost	The Project has been designed in line with the National Grid options appraisal as outlined in Section 3.2 of the Preliminary Environmental Information Report (PIER). The Project has also been designed to comply with existing National Grid standards and relevant external guidance and processes, such as the International Commission on Non-Ionizing Radiation Protection guidelines (ICNIRP, 1998) for reducing effects in relation to Electric and Magnetic Fields (EMFs). Chapter 9 of the PIER reports the results of the preliminary assessment of the potential effects of the Project on contaminated land, geology and hydrogeology. It also covers effects on the following during construction and operation (and maintenance): contaminated land and the receptors that could be affected by existing contaminants within the soil; Geology including designated geological sites and minerals; hydrogeology including groundwater quality, levels, and flow. Strategic option costs are provided in the 2025 Strategic Options Backcheck and Review (SOBR) (document reference 7.17) to compare strategic options in a like for like scenario, breaking down the costs on one option wouldn't provide a fair comparison between options. Delivery methodology and strategies around things like haul roads also aren't defined at the time of consultation all of which would have impacts on detailed costings. Project funding is secured through Ofgem submissions			X	

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		and challenge after the Development Consent Order (DCO) submission has been made when the detail around the Project has been defined to such an extent that more detailed costs can be broken down and provided to the regulator in line with the regulatory process.				
9-2.1248	Criticism that National Grid have not considered the removal and future maintenance of the haul roads / Criticism that National Grid will not remove the haul roads due to the costs associated with this	Once the Project has been constructed and commissioned, the working areas would be removed, and the site reinstated. Temporary construction haul roads (including temporary bridges and culverts) are likely to be removed unless identified as offering a long-term improvement to the environment and land usage during the design (and agreed with the landowner, Lead Local Flood Authority (LLFA) and / or the Environment Agency (where required). Temporary features such as site welfare, fencing and scaffolding would be removed. Any stripped topsoil would be reinstated, and the site would be returned to its former use, subject to any planting restrictions or agreements with landowners. Reinstatement would also include landscaping. This is likely to include reseeding grassland areas, replanting hedgerows, and trees. It would also include additional landscape planting in some areas to help screen the new infrastructure from sensitive receptors. Details of reinstatement are set out within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and assessed and reported on within the Environmental Statement (ES) (document reference Volume 6:			X	

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		Environmental Statement) which includes further additional mitigation where required.				
9-2.1249	Criticism that too much money has been spent on surveys	National Grid notes the respondent's feedback. National Grid only carries out surveys essential to the design of the project and those required by specific legislation (for example protected species surveys).			X	
9-2.1250	Criticism that inflation has not been considered for the Project	Inflation is accounted for when Ofgem funds National Grid projects, particularly under the RIIO (Revenue = Incentives + Innovation + Outputs) price control framework. Inflation adjustments are crucial because these projects typically span multiple years and involve significant capital investments, which can be affected by changes in the value of money over time.			X	
9-2.1251	Concern that compensation for impacts on Sustainable Farming Incentives (SFI) has not been considered for the Project / included in the costings for the Project	National Grid notes the respondent's feedback. We continue to liaise with potentially impacted landowners and would look on a case-by-case basis for how any direct impacts on agricultural practices can be avoided or mitigated. Where that is not possible including with regards to Sustainable Farming Incentives (SFI) compensation may be payable. Should any landowner have any specific queries regarding compensation please contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business			X	

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		Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Overall costings for the Project are based on previous completed projects of a similar nature, including for compensation.				
9-2.1252	Concern about cost of construction roads for the Project (e.g. given that local councils do not have the money to fill potholes)	Strategic option costs are provided in the 2025 Strategic Options Backcheck and Review (document reference 7.17) to compare strategic options in a like for like scenario, breaking down the costs on one option wouldn't provide a fair comparison between options. Delivery methodology and strategies around things like haul roads also aren't defined at the time of strategic optioneering all of which would have impacts on detailed costings. Project funding is secured through Ofgem submissions and challenge after the Development Consent Order (DCO) submission has been made when the detail around the Project has been defined to such an extent that more detailed costs can be broken down and provided to the regulator in line with the regulatory process. Prior to works commencing there would be a requirement for pre access condition assessment to be completed, whilst we understand the concern around maintenance budgets for local highways it is not National Grid Electricity Transmission's (NGET's) responsibility to maintain public highways but we would also not expect the local highways authorities to contribute to the delivery costs associated with our Project. The haul road construction and associated			X	

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		highway mitigation measures identified in the Projects highways mitigation measures would be funded by the Project. Additionally, a pre and post condition survey of the Primary Access Routes will be undertaken. For further details refer to the Outline Construction Traffic Management Plan (document reference 7.3).				
9-2.1253	Concern that National Grid have incorrectly justified the Project by claiming that Ofgem requires the cheapest solution (e.g. which is not true; the Director of System Planning has stated that cost is not the only consideration and balance is needed)	National Grid notes the respondent's feedback. Cost is an important factor in decision making as this is borne by the consumer. However other factors are also important such as potential effects on the environment and communities. The National Planning Policy and the regulatory framework provide clear parameters within which decisions, including the consideration of cost, are made.			X	
9-2.1254	Suggest that the rationale and costings for the Project (in relation to alternative options) should be scrutinised and interrogated by Ofgem	Ofgem rigorously scrutinises the costs proposed by National Grid for infrastructure projects and ensures that alternative options are evaluated. This process helps identify the most cost effective, technically feasible, and environmentally appropriate solution while safeguarding consumer interests. National Grid's proposal must be justified through detailed appraisals, cost comparisons, and stakeholder consultation to secure Ofgem's approval. This scrutiny is conducted as part of its regulatory framework, particularly under the RIIO price control mechanism.			X	

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9-2.1255	Suggest that funding from HS2 is reallocated to the Project (e.g. to fund alternative options, including offshore)	National Grid notes the respondent's feedback. Project priorities and funding is a matter for government and is not within National Grid's statutory requirements to reallocate funding.			X	
9-2.1256	Section 1.6.5 of the Preliminary Environmental Information Report (PEIR) discusses the approach to compensation matters. Paragraph 15.5.14 confirms that compensation matters are not addressed and will be dealt with separately as part of the Development Consent Order (DCO) process. Criticism as this approach is at odds with the requirement stated in National Policy Statement (NPS) EN-5, which encourages the early application of the mitigation hierarchy. Concern that treating compensation separately from the PEIR is not acceptable, especially when significant, un-mitigatable landscape and visual impacts are being identified over a wide area. Additionally, the term "compensation" is barely used in the PEIR	Information on compensation is included in the Statement of Reasons (document reference 4.1), which forms part of the Development Consent Order (DCO) application. An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation (and maintenance) of the Project and recommends appropriate mitigation to reduce effects. In line with the approach set out in Environmental Statement (ES) Chapter 5: EIA Approach and Method (document reference 6.5) and in accordance with National Policy Statement EN-1 and EN-5 (Department for Energy Security and Net Zero, 2024) the mitigation hierarchy has been applied during the iterative design process to, in the first instance, avoid creating adverse effects, prevent, reduce and finally, where appropriate, offset adverse effects. Environmental appraisal has been an integral part of the Project design process since conception, which has		X		

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		meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. National Grid has also embedded mitigation measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project. Embedded mitigation measures are those that are intrinsic to and built into the design of the Project. ES Chapter 4: Project Description (document reference 6.4) provides information on the key embedded mitigation measures included.				
9-2.1257	The Cumulative Effects section (1.6.6) of the Preliminary Environmental Information Report (PEIR) identifies schemes that have been shortlisted as having potential cumulative effects on receptors. Suggest the following schemes potentially having implications for the assessment area due to their location: Bramford To Twinstead Reinforcement Five Estuaries Offshore Wind Farm North Falls Offshore Wind Farm Mangreen Quarry, Ipswich Road, Dunston, NR14 8DD Brockley Wood Land off A12, Belstead, Suffolk, IP8 3JS Babergh DC Land North Of The A1071, Ipswich, (Wolsey Grange) Anglian Water services Bury to Colchester Pipeline Bramford Solar Farm and Battery Storage Facility Land West of Blacksmiths Lane Earl Stonham (Solar	An assessment of cumulative effects arising from the Project in combination with other development has been undertaken to support the ES. The detailed assessment of inter-project cumulative effects can be found in Appendix 6.17.A1: Inter-Project Cumulative Effects. An assessment of the total effects of clusters of developments in combination with the Project on common receptors can be found in ES Chapter 17: Cumulative Effects (document reference 6.17). Figures have been produced to aid with understanding the spatial overlap of the Project and other developments. Other developments included within the long list of other developments are shown on ES Figure 17.1: Long List of 'Other Developments' Considered within the Cumulative Impacts Assessment (document reference 6.17.F1). Other developments shortlisted and included within the cumulative effects assessment are shown on ES Figure 17.2: Short List of 'Other Developments'		X		

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	Farm) Land North of Lion Road Palgrave (Solar Farm) Suggest an assessment of how these schemes affect landscape or visual issues in the Landscape and Visual Impact Assessment (LVIA) in the Environmental Impact Assessment (EIA). Additionally, mapping these proposals would assist with understanding and review	Considered within the Cumulative Impacts Assessment (document reference 6.17.F2). The impact of how these schemes affect landscape and visual amenity is assessed in ES Chapter 17: Cumulative Effects (document reference 6.17) and ES Chapter 13: Landscape and Visual (document reference 6.13).				
9-2.1258	In relation to the Preliminary Environmental Information Report (PEIR) Socio-economics, Recreation and Tourism chapter, suggestion to adopt and fund a dynamic approach to monitor skills, employment, and education outcomes and impacts. Suggestion to use all available evidence, local expertise, and Labour Market Information (LMI) to ensure home-based worker targets are met and to use programs to support and ensure local talent pools are available to combat any negative churn effects	The assessment of local economy and local employment are set out in the Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15). Given that a limited number of construction employment opportunities are anticipated to be generated by the Project, a significant effect has not been identified. Therefore, monitoring is not required in Environmental Impact Assessment (EIA) terms. Drawing from experience from other National Grid projects, it is likely that a minimum of 10% of the construction workforce would be sourced from the local labour market. These could, for example, have less specialist roles such as security workers and delivery drivers. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the		X		

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		individual project and separate to any commitments under the proposed development consent order (DCO) for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
Project History						
9-2.1259	Concern about impact of the Project on future generations / Suggest that National Grid need to consider the sustainability / legacy of the Project for the future	In terms of the benefits to future generations, sustainability and the legacy of the Project, the need case refers to the British Energy Security Strategy which sets targets for the connection of up to 50 GW of offshore wind by 2030 and is a key part of a strategy for secure, clean and affordable British energy for the long	X	X	X	

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		term. The key role of National Grid's transmission system is to connect where energy is generated to where it is needed. This means that more homes and businesses can be powered by renewable and sustainable energy sources to meet the needs of present and future generations. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (Volume 6) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.				
Public Rights of Way (PRoW)						
9-2.1260	It is noted that the Applicant has decided not to provide a separate PRoW chapter, with the impacts spread out over four chapters of the ES. The Council disagrees with this as an approach, as it makes reviewing the holistic impacts on PRoW more difficult. This is particularly important given the likely significant impacts on the PRoW network from the project	National Grid submitted an Environmental Impact Assessment (EIA) Scoping Report, found in the Environmental Statement (ES), Scoping Report (document reference 6.19) to the Planning Inspectorate on 7 November 2022. The Planning Inspectorate (on behalf of the Secretary of State) formally adopted its scoping opinion, found in the ES, Scoping Opinion (document reference 6.20) on 14 December 2022 which has informed the scope of the EIA for the Project. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a		X		

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		range of environmental topics. National Grid also discussed and agreed the approach with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion to ensure a robust assessment.				
9-2.1261	With reference to paragraph 5.4.2, remediation should always be discussed with the relevant PROW Officer. The landowner is unlikely to know the appropriate and legal considerations for all types of PROW and they may agree to something the local Highway Authority does not consider acceptable. Pre and post condition surveys should be submitted to the relevant PROW Officer for consideration	The Outline Public Rights of Way Management Plan (document reference 7.6) submitted as part of the Development Consent Order (DCO) application includes details of pre and post condition surveys. Pre-commencement condition surveys would be undertaken prior to the commencement of construction, and a full record of condition would be carried out (photographic and descriptive) of Public Rights of Way (PRoW) within the Order Limits. These pre-commencement condition surveys would act as a reference for the relevant standard of reinstatement of PRoW post-construction. Any PRoW that is affected by construction works would be reinstated to the same condition and quality it was in pre-construction. Post-construction site condition surveys would be undertaken after construction and reinstatement and the results and any remediation would be discussed with the landowner and, where applicable, the relevant PRoW Officer, prior to handover.		X		
9-2.1262	It would be helpful to have the proposal for each PROW affected ahead of time and in a format that provides the following information (this a similar format to that presented in the Appendix A Routes with Public Access Affected by the Project towards	The Outline Public Rights of Way Management Plan (document reference 7.6) submitted as part of the Development Consent Order (DCO) application identifies all Public Rights of Way (PRoW) affected by the Project, the Project interactions with each PRoW, the		X		

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	the end of this document – however Parish and district names (rather than parish numbers) would be preferable)	indicative duration of each interaction and the proposed management regime. This document is supported by drawings identifying the affected sections and any proposed diversion routes. PRoW are identified by Parish / District names etc., as appropriate.				
9-2.1263	Within Appendix A Routes with Public Access Affected by the Project it mentions the type of closure proposed. "Closed without a diversion – diversion is not required as PRoW users can navigate around works site" requires further explanation. This gives the impression that a diverted route is not provided. It would be helpful if all types of closure proposed are given a subsection to provide more detail of what is proposed with consultation with the PROW maintenance team to ensure the measures provided are considered acceptable	The Outline Public Rights of Way Management Plan (document reference 7.6) submitted as part of the Development Consent Order (DCO) application identifies all proposed Public Rights of Way (PRoW) management regimes and includes examples of typical interactions and the proposed management regimes for clarity. However, it should also be noted that the Outline Public Rights of Way Management Plan does not use the referenced terminology and makes clear where a diversion would or would not be provided.		X		
9-2.1264	Concern about negative impact on Public Rights of Way (PRoW) / footpaths / cycle paths / bridleways (generally - no location given)	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant	X	X	X	

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		stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.				
9-2.1265	Suggest that, following construction of the Project, any suitable new access roads should be left for the sole use of walkers, cyclists and equestrians, and be added to the definitive map as Public Rights of Way (PRoWs)	Most of the access roads, which form part of the Project, are temporary and are used during construction. As these are on land, which will be handed back to the landowners once the Project is operational, it is not possible to retain them.			X	
9-2.1266	Suggest that public rights of way (PRoWs) should be within their own chapter of the Preliminary Environmental Information Report (PEIR) rather than covered within multiple chapters (as currently in: health and well-being chapter; landscape and visual chapter; social economics, recreation and tourism and transport and traffic chapter) so that the importance of the quality of the experience enjoyed by the public when going for a walk or ride (e.g. in addition to the Draft PRoW Management Plan)	National Grid submitted an Environmental Impact Assessment (EIA) Scoping Report (document reference 6.19) to the Planning Inspectorate on 7 November 2022. The Planning Inspectorate (on behalf of the Secretary of State) formally adopted its Scoping Opinion (document reference 6.20) on 14 December 2022 which has informed the scope of the EIA for the Project. As per the EIA Scoping Report (document reference 6.19) and Scoping Opinion (document reference 6.20) a separate Public Right of Way (PRoW) chapter has not been provided. This is because PRoWs are assessed using different methodologies by several different environmental topic chapters including Chapter 10: Health and Wellbeing (document reference 6.10), Chapter 13: Landscape and Visual (document reference 6.13), Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Chapter 16:		X		

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		Traffic and Transport (document reference 6.16) of the Environmental Statement (ES). PRoWs are therefore assessed separately within each relevant environmental topic chapter of the ES and within Chapter 17: Cumulative Effects Assessment (document reference 6.17). Further detail on PRoW is also provided within the following documents for the Project that accompany the Development Consent Order application: Transport Assessment (document reference 7.11) Outline PRoW Management Plan (document reference 7.6) Access, Rights of Way and Public Rights of Navigation Plans (document reference 2.5) Traffic Regulation Order Plans (document reference 2.4)				
9-2.1267	Suggestion that Public Rights of Way (PRoW) will be restored to original condition or to a condition agreed with Suffolk County Council (SCC) where impacted by construction: Suggest that where there are existing defects, National Grid should agree restoration measures with SCC and this should be included within the Code of Construction Practice (CoCP)	Commitment S02 of the Outline Code of Construction Practice (CoCP) (document reference 7.2) states that Public Rights of Way (PRoWs) crossing the working areas will be managed in discussion with the relevant local authorities and potential temporary closures and diversions applied, where required. Management of PRoW during construction is detailed in the Outline PRoW Management Plan (document reference 7.6). PRoWs affected by construction works, that has been confirmed as requiring reinstatement with the Local Highway Authority (LHA), will be reinstated prior to reopening to the reasonable satisfaction of the		X		

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		LHA PRoW Officer. Post-construction site condition surveys will be undertaken by the Main Works Contractor after construction and reinstatement and the results of these and any remediation will be discussed with the landowner and the relevant PRoW Officer, prior to handover. Where soil compaction along PRoW has been affected, the PRoW reinstatement will include suitable re-compaction, or provision of additional granular material, to provide a similar level of surface stability to that which existed pre-construction.				
9-2.1268	Suggestion that a pre and post condition survey must be carried out- to include identification and assessment of surface condition with a scope of coverage and methodology to be agreed with Highway Authority. This should include pre-construction work where Public Rights of Way (PRoW) might be used to gain access to the corridor and reinforcement works might be required prior to use by vehicles	Pre and post condition surveys have been proposed refer to Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).		X		
9-2.1269	Suggestion that where PRoW cross the cable corridor, haul road, access tracks, and other sites, the surface must be always kept in a safe and fit condition for all users. Suggest management measures should be included within the Construction Traffic Management Plan (CTMP)	National Grid note the comment and confirm that surfaces will be kept safe and in fit condition for all users. This is covered within the Public Rights of Way Management Plan (document reference 7.6).		X		
9-2.1270	Consideration should be given to the physical impact on the network, and how that information is shared	National Grid has completed an Environmental Impact Assessment (EIA) for the Project. The results are		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	with the PROW team and users/user groups along with what mitigation/management is proposed. Consideration should be given to presenting closures and diverted route information online, as in many cases this will likely be a more user-friendly option than just providing PROW numbers or discovering notices on the day they choose to walk	presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project. The assessment of access to Public Rights of Way (PRoW) which fall within the study area is captured under ES, Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Chapter 16: Traffic and Transport (document reference 6.16) An Outline PRoW Management Plan (document reference 7.6) has been prepared and accompanies the Development Consent Order (DCO) application which contains information of PRoW that would be affected and the proposed management measures to reduce potential impacts. The Access, Rights of Way and Public Rights of Navigation Plans (document reference 2.5), which also accompany the DCO application, show temporary closures and diversions of PRoW. The comments are noted and proposals in relation to mitigation/management and how PRoW users would be notified are contained within the Outline PRoW Management Plan (document reference 7.6). However, during construction the intention is to keep the majority of PRoW open via management measures wherever possible and, where not possible, to provide appropriate				

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		diversions. Any closures or diversions would be clearly signed and waymarked and advanced warning would be provided prior to the works commencing, noting intended start and end dates. This signage would include details of where any further online information could be found and relevant contact details, where appropriate. Post-construction, PRoW would be re-instated along their original line wherever possible.				
9-2.1271	The applicant should set out any opportunities to connect people to the environment via improved transport connections that the development could deliver to mitigate its impacts on the transport, and particularly Public Rights of Way, network	No permanent / long term improvements to the transport network are proposed due to the temporary nature of the impacts. The mitigation measures are therefore temporary. Further details of the assessment of any potential severance to drivers and walking, cycling and horse-riders along the Primary Access Routes and the Public Rights of Way (PRoW), and the appropriate mitigation measures can be found in the Transport Assessment (document reference 7.11) and ES Chapter 16: Traffic and Transport (document reference 6.16).		X		
9-2.1272	Access and Public Rights of Way. According to the PEIR a number of PRoW will be affected by the construction of the project whether temporarily closure or diversion. There is an opportunity as part of the landscaping, GI and BNG to enhance those PROW effected through the integration of GI	Any newly created habitats or enhanced habitats being relied upon for Biodiversity Net Gain (BNG) need to be managed and monitored for 30 years by a registered provider. As land will be returned to the landowner on completion of works for these Public Rights of Way (PROW) and these areas of land are not registered BNG sites, it is not possible to include newly created habitats differing from the baseline within the BNG calculations. However, all habitats will be reinstated to baseline habitat type and the condition of any hedgerows and		X		

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		watercourses enhanced through improvements to species diversity where practicable with consideration for the land use and local landscape character. National Grid are committed to delivering at least 10% BNG with wider environmental and societal benefits for the Norwich to Tilbury scheme. This 10% net gain will be delivered through a combination of on-site and off-site measures.				
Requests						
9-2.1273	Suggest that National Grid restrict working to business hours (i.e. 9am-5pm / 8am to 5pm) on weekdays and Saturdays (e.g. only Saturday mornings), Sundays and Bank Holidays entirely	National Grid notes this suggestion. As detailed in Chapter 4: Project Description (document reference 6.4), it is assumed that the core working hours for construction would be: Monday to Friday: 07:00 –19:00 Saturdays, Sundays, Bank Holidays and other public holidays: 07:00 – 17:00.		X		
9-2.1274	Request for further impact surveys	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses	X	X	X	

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		the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that will be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.				
9-2.1275	Request for further information / Question about the Project	National Grid notes the respondent's feedback. All information about the Project can be found on the Project website. We will keep the public updated	X	X	X	

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		throughout the Development Consent Order (DCO) process.				
9-2.1276	Request for further information on the environmental mitigation being provided as of part of the Project	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). In addition, National Grid has set itself a target of delivering 10% Biodiversity Net Gain (BNG) with wider environmental and societal value on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by	X	X	X	

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		10% greater than prior to the construction of the Project.				
9-2.1277	Request that National Grid follow their company policy and for GTC (utilities company) owned assets follow the guidelines for safe digging practices and follow HSG47 at all times	National Grid and their contractors shall adhere to relevant Health and Safety Executive (HSE) and National Grid specific legislation, policy and guidance when constructing, operating and maintaining the Project.	X			
9-2.1278	Request that National Grid collaborate with GTC (utilities company) to if an impact on GTCs network is identified	GTC Utilities are unaffected by the Project.	X		X	
9-2.1279	Suggest that National Grid consult with parish councils where conservation areas are affected	The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on conservation areas and includes assessment of potential for physical impact and impact through change to setting that affects the value of the conservation area. The assessment is supported by walkover and setting surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1). The assessment concludes that some conservation areas would experience significant effects. In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation			X	

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		for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development, and will continue a level of engagement post submission of the Development Consent Order (DCO) application.				
9-2.1280	Criticism that National Grid did not provide information on the alternative route through Great Waltham	National Grid has considered alternative routes in and around Great Waltham that have been raised through feedback from the respondent and others to the consultation. We have set out details of the alternatives and its main reasons for either making a change or not making a change in the 2023 and 2024 Design Development Reports (available on the Project website), and the 2025 Design Development Report (document reference 5.15) submitted as part of the Development Consent Order (DCO) application. Throughout the Project development we have presented what we consider to be the most appropriate Project, bearing in mind our various duties. It is the Project being proposed that is presented, along with a description of alternatives considered and reasons for decisions. The Design Development Reports, along with the Environmental Statement (ES) Chapter 3: Alternatives (document reference 6.3) provide further detail.			X	
9-2.1281	Request for National Grid to confirm whether they have canvassed consumers, to ask if they are willing to pay more in order to preserve the countryside	National Grid have duties to balance the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a	X		X	

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	(e.g. through an offshore solution or underground cables)	duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. Our consideration of alternatives can be found in the 2024 Strategic Options Backcheck and Review (document reference 7.17) and the 2025 Design Development Report (document reference 5.15), which have both been submitted as part of our application for Development Consent. As part of the development of the Project we carried out an Environmental Impact Assessment which considered any impact the Project might have on the environment and any proposed mitigation. This was submitted alongside the Environmental Statement (document reference Volume 6: Environmental Statement) as part of our application for Development Consent. The Project team hasn't carried out canvassing of consumers but welcomed any feedback as part of the consultation. This is in line with the requirements placed on us by our regulators for the running of consultation.				
9-2.1282	Request for clarity on when National Grid plan to consider the findings and how they will be communicating this with residents	Following National Grid's statutory consultation, we considered all the feedback we received and made amendments to our proposals, where practicable. Any changes that we made were communicated through regular project updates, and where necessary, direct contact with the affected properties through a series of targeted consultations.			X	

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9-2.1283	Is the recurrent cost of wayleaves included in your land-based proposals? If so, for how many years?	National Grid uses easement agreements rather than wayleaves, as an easement grants rights for the asset to remain in perpetuity. Easement costs are included in the Project costings as shown in the 2025 Strategic Options Backcheck Review (document reference 7.17). For information on the types of agreements that National Grid uses, and the payments linked to these agreement and other compensation, please see the National Grid Land Rights Strategy document, which is available on the Project website.			X	
9-2.1284	Request for National Grid to confirm the proximity / distance from the Project within which they are consulting with residents	During our statutory consultation period, National Grid engaged with properties within 1 km of the proposed route as part of our Primary Consultation Zone (PCZ). This included sending through project specific information to the properties and sharing information about how to engage with the Project and leave feedback. We advertised our consultation over a two-week period in several regional newspapers within a wider Secondary Consultation Zone (SCZ) which extended to 4 km on either side of the alignment.			X	
9-2.1285	Why have National Grid posted unregistered land notices on land adjacent to respondent? (can National Grid not use information from the land registry?)	National Grid does obtain and use information from the HM Land Registry and other available sources. Where the HM Land Registry does not hold information for an area of land this is classed as unregistered. In these circumstances if the ownership information cannot be			X	

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		obtained from another source, National Grid must install unregistered land notices on site, in the hope that the owner of that piece of land makes contact. If a member of the public is aware of the ownership details for a piece of land where an unregistered land notice has been placed, they should make contact with the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-2.1286	How much per unit of electricity would need to be added to consumers bills over 10 years to cover any supposed additional costs?	National Grid does not produce or sell electricity and does not set household bills. National Grid is funded by a price control mechanism which is agreed with and set by the regulator, the Office of Gas and Electricity Markets (Ofgem). We pay up front for the costs to build a new power transmission line. The cost is then gradually passed to consumers through their electricity bills over the next 40 years or so. Our transmission network cost in 2023/2024 was £24.50 of the average annual household bill, of which 44 per cent was Network Investment. Network costs vary year to year. For example, to reflect usage or how costs are allocated on different parts of the network. Because of this, we do not currently have			X	

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		exact figures for how Norwich to Tilbury or other projects could increase consumer bills. For more information on how National Grid Electricity Transmission impacts household bills, please see our website: https://www.nationalgrid.com/electricity-transmission/who-we-are/breaking-down-your-bill.				
9-2.1287	Why are National Grid consulting when they have already started building the pylons?	We have not started any construction work for Norwich to Tilbury. National Grid are carrying out several other developments in the area that are undergoing construction work such as the Bramford to Twinstead Reinforcement and works at our Norwich Main Substation. These projects are being developed separately to our proposals for Norwich to Tilbury and are part of the wider Great Grid Upgrade to connect new sources of renewable energy into the grid.			X	
9-2.1288	Request that reports due in 2024 for the latest species information are used to inform the Environmental Statement and to inform Code of Construction Practice (CoCP) and Landscape and Ecology Management Plan/s (LEMPs)	All collected survey data, including surveys completed between 2023 – 2025, has been used to inform the preparation of the Environmental Statement (document reference Volume 6: Environmental Statement), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).			X	
9-2.1289	What happens to the materials removed during construction activities?	Chapter 4: Project Description of the Environmental Statement (document reference 6.4) provides details about the waste and materials during construction.			X	

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		Temporary materials, such as hardcore for the haul roads, and temporary construction compounds (including works cabins and security fencing) would be required during construction. It is assumed that these would be sourced from suppliers within the region (where practicable) and would be reused after completion of the Project (where practicable). National Grid would adopt good construction and management practices to ensure waste is reduced as far as practicable and that the storage, transport and eventual disposal of any waste have limited environmental effects. The management and collection of waste arisings would be carried out under the requirements of the UK waste regulatory regime. In addition, Appendix B: Outline Site Waste Management Plan (SWMP) of the Outline Code of Construction practice (CoCP) (document reference 7.2) sets out how the Project seeks to reduce the consumption of primary and raw materials and to encourage the use of secondary or recycled sources. It also sets out the waste hierarchy by reducing waste produced in the first place before considering alternatives such as reuse, recycling and repurposing. The contractor will be responsible for implementing the measures outlined within the Outline SWMP appended to the Outline CoCP (document reference 7.2).				

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9-2.1290	Will abnormal loads be shown in a separate assessment?	An Abnormal Indivisible Load (AiL) movement strategy is outlined within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).		X		
9-2.1291	Request for National Grid to provide their Carbon Emissions Calculations for the Project	ES Appendix 4.1: Greenhouse Gas Assessment is set out in the Environmental Statement (ES) (document reference 6.4.A1). The assessment provides a simple an estimate of the Greenhouse Gas emissions associated with the construction and operation phase of the Project, comparing this against UK emissions to determine if the Project is likely to have a material impact on the ability of the Government to meet its carbon reduction targets. Alongside the GHG Assessment, Appendix H: Outline Greenhouse Gas Reduction Strategy of the Outline Code of Construction Practice (document reference 7.2) presents how National Grid should effectively manage GHG emissions throughout the Proposed Project lifecycle in line with National Grid's net zero goals. This strategy encourages early consideration of GHG emissions and creation of appropriate governance structures and processes. This approach is in accordance with the EIA Scoping Report (document reference 6.19) and Scoping Opinion (document reference 6.20).	X	X	X	
9-2.1292	Request for clarity as to whether the Tilbury - Grain and Tilbury - Kingsnorth Upgrade (TKRE) is sufficient in the circumstance that the Norfolk and Essex generation groups are producing at capacity	The high voltage national electricity transmission network is capable of accommodating a wide variety of power-flow scenarios. At Tilbury, this includes scenarios where the UK is fully importing and when there is high			X	

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	and Tarchon is importing, but not sufficient when it isn't, or whether it is the case that the TKRE is sufficient when Tarchon is importing, but not sufficient when it isn't	generation output from the Norfolk and Essex generation groups. At some times, on any part of the transmission system, the network may not be able to accommodate the total capacity of generation for short periods, in which case generation is constrained. It is the National Energy System Operator (NESO) that is responsible for the forward-planning of the network. It doesn't base this on a snapshot in time, or a single scenario but based on a year-round assessment and longer-term predictions. NESO weighs up the economic case for new reinforcements against potential constraints costs and makes recommendations on Transmission Operators investment options to ensure value for money is delivered for consumers, on this basis, the arrangement raised in the feedback may occur on occasions but are one of many circumstances accounted for.				
9-2.1293	Request whether National Grid engineers have revisited the calculations which originally led them to deem Thames Estuary Reinforcement (TENC) as necessary	The Thames Estuary Reinforcement (TENC) does not form a part of the Project. There isn't currently enough network capacity in the region to support this level of energy so we need to reinforce and develop the network to ensure this energy can be connected to homes and businesses across the UK, Norwich to Tilbury forms an important part of this reinforcement.			X	
9-2.1294	Request that National Grid undertake a full assessment as to what the full impacts would be of undergrounding the entire route and whether the 120m swathe would be required for the entirety, and what conflicts this would cause	Buried cables occupy a significant amount of land and, like overhead lines, also require access for maintenance and repair for the duration of their life. There are also restrictions on the planting of trees and hedges over the underground cables or within 3 m of the underground		X		

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		cable trench to prevent encroachment by vegetation. Tree roots may penetrate the cable backfill surround which in turn may affect the cable rating or even result in physical damage to the cable. To match overhead line thermal performance for a 400 kV double circuit, as many as 18 separate cables in six separate trenches may be needed. Significant underground cable swathes would be required with potential threats to sensitive habitats and archaeological heritage. The standard means of installing underground cables is using open cut techniques. The 120 m width includes the temporary haul road, soil storage, pre-construction drainage areas, communications cables and typically six cable trenches for 18 cables assumed to be to a typical minimum depth of 1.2 m and suitably spaced apart to allow for the required heat dissipation between cables and circuit phases. This would be used as a baseline across the whole length of the route if it were to be undergrounded. Additionally, AC undergrounding would require additional infrastructure re shunt reactors / series rectors for efficient cable operation, these would require new substation compound's to house them circa every 30km, on an entirely underground solution.				
9-2.1295	Request for detail on whether the haul road requirements would be the same if underground cables were used for the entire Project and what above ground infrastructure would be needed for this	Haul roads are required to minimise site traffic on local and main trunk roads. Haul roads are required whether overhead lines or underground cables are used.		X		

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		Above ground infrastructure required for AC underground cables includes joint bays / pillar boxes these are located approximately every 800m. Also AC undergrounding would require additional infrastructure re shunt reactors / series rectors for efficient cable operation, these would require new substation compounds to house them circa every 30 km, on an entirely underground solution.				
9-2.1296	Request confirmation of whether there is a step missing from the summary of the Standard Pad and Column Foundation works or if the formwork is being left in place once the concrete has set (in relation to section 4.8.12 of the PEIR Vol I)	National Grid can confirm that the formwork would be removed – the description is high level showing main processes. Reference to this is included in ES Chapter 4: Project Description (document reference 6.4). The actual plan of works once developed would include a detailed breakdown of stage and all works delivered would be subject to detailed method statements as is industry best practice.		X		
9-2.1297	Request that National Grid further consider surface water management at the substations (in relation to section 4.8.23 of the PEIR Vol I)	At the substations, Commitment W08 in the Outline Code of Construction Practice (CoCP) (document reference 7.2), secures that surface water runoff will be managed in accordance with the requirements and standards of the relevant Lead Local Flood Authority (LLFA), and adopt suitable sustainable drainage techniques, designed to allow for climate change resilience. The effects of the substations (during their construction and operation) on hydrology, land drainage and flood risk are assessed in Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (document reference 6.12), which concludes		X		

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		that with the proposed good practice and mitigation measures in place there would be no detrimental impacts on surface water management at the substations.				
9-2.1298	Request that National Grid further consider surface water management along the underground cable construction sections of the route (in relation to section 4.8.29 to 4.8.33 of the PEIR Vol I)	A commitment within the Outline Code of Construction Practice (CoCP) (document reference 7.2) secures that all surface water from the construction swathe, including the underground cable construction sections will be captured by linear features such as swales and filter drains, for transfer to attenuation basins that will provide for storage to reduce discharge rates, as well as treatment e.g. sediment control. Discharges would then either infiltrate (where ground conditions are suitable) or outfall to watercourses, as appropriate for the location. The effects of the underground cable sections of the Project on hydrology, land drainage and flood risk are assessed in Chapter 12: Hydrology, Land Drainage, and Flood Risk of the Environmental Statement (document reference 6.12), which concludes that with the proposed good practice and mitigation measures in place there would be no detrimental impacts on surface water management along these cable corridors.		X		
9-2.1299	Request that National Grid further consider surface water management along the haul road sections of the route (in relation to section 4.8.46 to 4.8.50 of the PEIR Vol I)	All surface water from the construction swathe, inclusive of construction haul roads, would be captured by linear features such as swales and filter drains, for transfer to attenuation basins that would provide for storage to reduce discharge rates, as well as treatment e.g. sediment control. Discharges would then either infiltrate		X		

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		(where ground conditions are suitable) or outfall to watercourses, as appropriate for the location. This provision is secured through commitments documented in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The effects of the Project haul roads on hydrology, land drainage and flood risk are assessed in Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (document reference 6.12), which concludes that with the proposed good practice and mitigation measures in place there would be no detrimental impacts on surface water management along these haul road routes.				
9-2.1300	Request for further information for the sizing, number, and positioning of culverts (in relation to section 4.8.62 and 4.8.65 within the PEIR Vol I)	The number and positioning of culverts is detailed in ES Appendix 4.2: Watercourse Crossing Details (document reference 6.4.A23) and illustrated in ES Figure 4.1: Proposed Project Design (document reference 6.4.F1). Culverts would be sized so that flow is conveyed efficiently during varying flow conditions, while considering maintenance access to the structure, the sediment transport potential of the culvert and so as to prevent flooding or structural damage. The minimum culvert shall be 600 mm, unless there is a practical reason for smaller diameter.		X		
9-2.1301	Further consideration is required on the impact of the proposed structures on flood risk (in relation to sections 4.8.63 to 4.8.65 in the PEIR Vol I)	The effects of proposed culvert crossings of watercourses are assessed in Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (document reference 6.12), the Flood Risk Assessment (FRA) (document reference 7.9) and Water			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Framework Directive Assessment (document reference 7.10) that have been prepared. Where impacts have been identified, a range of control and mitigation measures have been identified to reduce effects, these are described in and secured by the Outline Code of Construction Practice (CoCP) (document reference 7.2).				
9-2.1302	Request further information regarding the amount of time the temporary features will be in place (in relation to the section regarding the temporary construction in the PEIR Vol I)	National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Chapter 4: Project Description of the Environmental Statement (ES) (document reference 6.4) states that should consent be granted in 2027, it is anticipated that construction of the Project would commence in 2027, likely starting with pre-commencement works including, site clearance activities, the installation of temporary construction compounds and access roads. It is expected the main construction works would continue through to 2031 (four years) (with only demobilisation in 2031). Prior to the pre-commencement works beginning and before consent, a number of pre-construction		X		

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		environmental surveys would be undertaken in 2026. Indicative construction phasing is presented in Image 4.1: Indicative Construction Programme of ES Chapter 4: Project Description (document reference 6.4).				
9-2.1303	Request further information is provided for the compound extension at the Norwich Substation including surface water management in the form of SuDS that will need to be included for this area of the development, and request that National Grid ensure suitable space is provided for required structures (in relation to section 4.9.22 in the PEIR Vol I)	At the substations, including the proposed extension to Norwich substation, Commitment W08 of the Outline Code of Construction Practice (CoCP) (document reference 7.2), secures that, surface water runoff would be managed in accordance with the requirements and standards of the relevant Lead Local Flood Authority (LLFA), and adopt suitable sustainable drainage (SuDS) techniques, designed to allow for climate change resilience over the operational lifetime of the substation. The outline drainage design includes for attenuation storage features and space for these is included within the Order Limits. The effects of the substations (during their construction and operation) on hydrology, land drainage and flood risk are assessed in Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (document reference 6.12), which concludes that with the proposed good practice and mitigation measures in place there would be no detrimental impacts on surface water management at the substations.		X		
9-2.1304	Request further information is provided on the lifetime management and maintenance of SuDS structures that will serve sub-stations and other	Sustainable Drainage Systems (SuDS) structures serving substations and other operational infrastructure would be subject to routine inspection and a schedule of maintenance in accordance with National Grid protocols.		X		

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	areas of impermeable infrastructure (in relation to section 4.10 of the PEIR Vol I)	This is secured by a commitment within the Outline Code of Construction Practice (CoCP) (document reference 7.2).				
9-2.1305	Criticism that National Grid has considered the LLFA developer guidance from Essex County Council, but not from Suffolk or Norfolk County Councils (e.g. it is inconsistent and inappropriate to only refer to one of the LLFA's Developer Guidance documents) / Suggest that National Grid remedy this (in relation to section 12.2.10 of the PEIR Vol I)	National Grid has engaged with all relevant Lead Local Flood Authorities (LLFAs) throughout pre-application. As part of this engagement, National Grid has shared a series of technical notes covering design principles for drainage and works to watercourses. Feedback on these has been incorporated into relevant environment and design commitments documented in the Outline Code of Construction Practice (CoCP) (document reference 7.2) and reflected in the assessment presented in Environmental Statement (ES) Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12), which references all relevant LLFA Developer Guidance.		X		
9-2.1306	Criticism that the description of surface water flood risk in section 12.6.49 of the PEIR Vol is limited and only mentions areas at very low risk of surface water flooding along the route in South Norfolk / Request that this description is updated to reflect the actual baseline solution	A Flood Risk Assessment (FRA) (document reference 7.9). has been prepared for the Development Consent Order (DCO) application and describes baseline surface water flood risk, drawing on a range of data sources, including the recently published National Flood Risk Assessment 2 surface water flood map outputs, and assesses the potential for the Project to impact on flood risk from this source. The FRA describes the control and management measures that would be secured through the DCO and which are described in the Outline Code of Construction Practice (CoCP) (document reference 7.2)		X		

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		to ensure no detriment to surface water and land drainage regimes.				
9-2.1307	Request that National Grid alter W07 (at section 12.7.6 within the PEIR Vol I) to reflect the consideration of other sources of flood risk, such as surface water flood risk, in the application of the sequential test for both the construction phase and the operational phases of the project (e.g. as is required by paragraph 168 within NPPF)	Commitment W07 in the Outline Code of Construction Practice (CoCP) (document reference 7.2), has been broadened to reflect the consideration of flood risk from surface water sources. The Flood Risk Assessment (FRA) (document reference 7.9) reviews and assesses the risks of surface water and groundwater flooding for both phases of the Project and concludes compliance with the requirements of the NPPF.		X		
9-2.1308	Criticism that in section 12.7.6 of the PEIR Vol I, there is no mention of the mitigation needs to ensure that culverted ordinary watercourse crossings do not increase flood risk, while in section 12.7.9 for additional mitigation, the use of crossing methodologies is currently being developed for all watercourses there is a mention of the need for ordinary watercourse consents (e.g. this contradicts NPPF and should be considered as a standard mitigation) / Request that National Grid update the PEIR to reflect that the mitigation from all sources of flood risk is not an optional matter	The effects of the Project on ordinary watercourses are assessed in Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) of the Environmental Statement; and the Flood Risk Assessment (FRA) (document reference 7.9) appraises the impacts of proposed temporary culverting on flood risk, as well as assessing a range of other sources of flood risk. To avoid or mitigate impacts, several commitments are made, for example with regard to culvert design, within the Outline Code of Construction Practice (document reference 7.2). Commitment GG01 secures that the Project would be run in compliance with all relevant legislation, consents and permits.		X		
9-2.1309	Criticism that in section 12.8.4 of the PEIR Vol I, the effects on watercourses, their water quality and hydro-morphology are scoped out for operation (and	It is the intention that temporary crossings of watercourses would be removed on completion of the construction stage of the Project, and the watercourse		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	maintenance), however, in section 12.7.6, W14 indicates that "Temporary construction haul roads (including temporary bridges and culverts) are likely to be removed unless identified as offering a long-term improvement to the environment and land usage during the design (and agreed with the landowner)." (this is again repeated in section 12.8.37) / Request that further consideration of this matter is given before scoping in or out of this work can be confirmed (as if it is the case that temporary structures would remain in place for the operational phase, then it would be necessary to assess the effect of these structures in the operational phase)	and its riparian zone reinstated (W14). By exception, for example, where a temporary new crossing replaces an existing crossing structure, structures would be retained. These locations are identified in ES Appendix 4.2: Watercourse Crossing Details (document reference 6.4.A2) and would be designed to meet the design requirements for permanent crossings and in accordance with any secondary consent requirements/agreed protective provisions for drainage authorities.				
9-2.1310	Criticism that it is not until section 12.8.29 to 12.8.31 of the PEIR Vol I that National Grid acknowledge the likely negative effects of the construction phase to surface water runoff and flood risk that will require management, and that these negative effects have not been sufficiently acknowledged or discussed prior to this point in this chapter within the PEIR / Suggest that better inclusion of them is required so that suitable mitigation measures can be included in the standard mitigation measures	National Grid has prepared a Flood Risk Assessment (FRA) (document reference7.9) for the Project. The FRA describes baseline surface water flood risk, drawing on a range of data sources, and assesses the potential for the Project to impact on flood risk from this source. It also sets out the control and management measures that will be secured through the Development Consent Order (DCO) to ensure no detriment to surface water and land drainage regimes.		X		
9-2.1311	Criticism that in section 12.9.1 and section 17.7.1 of the PEIR Vol I, there is a brief discussion on the flexibility in the construction programme which focuses on a change in the start date, however,	The Preliminary Environmental Information Report (PEIR) was a preliminary document and reflected the Project proposals at the time of statutory consultation.		X		

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	there is no consideration of a longer period of construction / Request that National Grid justify why this has not been considered	High level details of the construction programme are included within Chapter 4: Project Description of the Environmental Statement (ES) (document reference 6.4).				
9-2.1312	Criticism that in table 17.2 of the PEIR Vol I, Flood Zones are listed as a cumulative receptor, but it is not clear what is meant by this receptor / Request for National Grid to clarify this, or alternatively amend the text at table 17.2 of the PEIR	Multiple developments within the Flood Zones would have a cumulative impact (i.e. loss of floodplain storage would result in increasing flood risk to existing properties and infrastructures in those Flood Zones). The potential for cumulative effects on Flood Zones and receptors within these zones is assessed within the Flood Risk Assessment (FRA) (document reference 7.9).		X		
9-2.1313	Criticism that in table 18.1 and table 18.2 of the PEIR Vol I, it is stated that for Hydrology and Land Drainage that "No likely significant effects identified at this stage", however the respondent does not feel that all of the effects have been appropriately considered at this stage, such as the management of surface water runoff from the temporary works / Request that this statement is removed until this work has been included	The Preliminary Environmental Information Report (PEIR) was a preliminary document and reflected the Project proposals at the time. Subsequently the Project design has continued to be refined and more detailed assessments have been completed, including a Flood Risk Assessment (FRA) (document reference 7.9) and an Environmental Impact Assessment (EIA) presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). Management of surface water runoff from the temporary works are appraised in both of these and controls and measures to manage surface water runoff are secured through inclusion in the Outline Code of Construction Practice (CoCP) (document reference 7.2).		X		
9-2.1314	Criticism that in Figure 4.1 on Page 1 of 60 of the PEIR Vol II Figures, the plan shows the proposed	The Preliminary Environmental Information Report (PEIR) and supporting figures were a preliminary		X		

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	location of the substation along with the temporary attenuation basin and the proposed overhead lines SuDS attenuation basin, but these areas appear to not consider the impermeable area created by the platform for the substation, requiring surface water management in the form of SuDS for this area of the development / Suggest that while this application focuses on the pylons, other aspects of the development such as the proposed substation are considered by National Grid to will need to ensure there is sufficient space available	document and reflected the Project proposals at the time. The design of the Project has continued to develop since the production of the PEIR to ensure that spatial constraints have been considered as part of the ancillary works for the Project. Proposed Sustainable Drainage Systems (SuDS) features are illustrated in ES Figure 4.1: Proposed Project Design (document reference 6.4.F1) and ES Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2).				
9-2.1315	Criticism that in Figure 4.1 of the PEIR Vol II Figures, there are substantial laydown areas marked on the plan for the assembly of the pylons, however, in the main report it is not clear what, if any, work will be undertaken to prepare these laydown areas for use, and that it is also not clear what remediation work will occur to ensure the subsoils are not excessively compacted to prevent an increase in flood risk / Request that further information is required in the report and subsequent assessments	The Preliminary Environmental Information Report (PEIR) and supporting figures were a preliminary document and reflected the Project proposals at the time. Environmental Statement (ES) Chapter 4: Project Description (document reference 6.4) provides details on construction compounds and working areas for the construction of pylons. Measures related to reinstatement of soils are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2). The main works contractor(s) will be required to produce Soil Resources Plan(s) prior to commencement of construction to outline measures for management of soils, including their reinstatement.		X		
9-2.1316	Request that National Grid update 'Figure 12.1, Hydrology and Land Drainage: Study area and	The figures have been updated for inclusion within the Environmental Statement (ES) (document reference		X		

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	Water Environment Features' of the PEIR Vol II Figures to identify all the ordinary watercourses within the redline boundary and wider study area, as this will be needed to identify all the temporary (and any permanent) watercourse crossing and discharge locations in order to assess whether there is any increase in flood risk	Volume 6: Environmental Statement) and ES Appendix 4.2 Watercourse Crossing Details (document reference 6.4.A2) provides schedules that identify all of the watercourse crossings that are proposed. Discharge locations are indicative at this stage, however the Order Limits incorporate sufficient land take to allow management and discharge of surface water drainage during construction and operation of the Project. See Figures 12.1 - 12.3 of the ES (document reference 6.12.F1 – 6.12.F3) for further details.				
9-2.1317	Request that National Grid further consider the surface water flow paths and proposed structures to ensure there is no increase in flood risk (in relation to Figure 12.2, Hydrology and Land Drainage: Flood Risk Areas of the PEIR Vol II Figures)	Surface water flow paths have been considered as part of the Flood Risk Assessment (FRA) (document reference 7.9). The FRA provides details of controls and measures have been included within the design or will be implemented during construction of the Project to prevent increases in flood risk due to blockages of these flow paths.		X		
9-2.1318	Criticism that it is unclear to a non-technical or technical reader what information is being presented in the surface water section of the Non-Technical Summary, as it focuses on watercourses and flood zones associated with watercourses / Request that National Grid take action to provide clarity and better communicate the sources of risks in this section of the Non-Technical Summary (in relation to section 5.8.4 and section 5.8.6 of the Non-Technical Summary)	This comment has been addressed by providing more information on other sources of flood risk (surface water, groundwater) in the non-technical summary of the Environmental Statement (ES) (document reference 6.21).		X		

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9-2.1319	Request for National Grid to prepare a separate drainage strategy for the construction and operational phases (in relation to the Non-Technical Summary)	The Project secures a commitment within the Outline Code of Construction Practice (CoCP) (document reference 7.2), to preparing a Construction Surface Water Management Plan which would demonstrate how runoff across the work sites would be controlled and how any off-site effects would be managed and mitigated. Operational surface water drainage would be managed in accordance with commitment W08 which states that drainage would be managed in accordance with the requirements and standards of the relevant Lead Local Flood Authority (LLFA), and adopt suitable sustainable drainage techniques, designed to allow for climate change resilience. Further details are included in the Outline CoCP (document reference 7.2).			X	
9-2.1320	Request for National Grid to provide the location of haul road crossing points and to clarify how National Grid propose to secure the haul roads to prevent trespassing (in relation to the PRoW Management Strategy)	These form part of the Development Consent Order (DCO) submission. ES Figure 4.1: Proposed Project Design (document reference 6.4) shows the haul road and all temporary works, this can be viewed alongside the Access, Rights of Way and Public Rights of Navigation Plans (document reference 2.5) which shows the existing public rights of way and any existing public rights of way to be managed or temporarily diverted. In order to secure these locations, security fencing and gates are proposed for all site access points to secure the works area, the construction corridor and haul roads. Access controlled measures such as fencing and gated access to working areas would typically be in place for safety and security. Access and crossover points would			X	

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		be designed to reduce highway safety risks and congestion on the public highway by providing for the safe and efficient passage of construction traffic.				
9-2.1321	Request for National Grid to provide further information regarding the 3,882ha area that is referred to in the Non Technical Summary as being temporarily removed from agricultural production during construction	The impact of the Project on the temporary loss of agricultural land (including Best and Most Versatile (BMV)) land during construction is assessed in full in ES Chapter 6: Agriculture and Soils (document reference 6.6). The assessment details, as standard mitigation, the requirements for soil handling and reinstatement. Land required temporarily would be fully reinstated to its pre-construction condition (or a condition agreed with the landowner).			X	
9-2.1322	Request for further information relating to the Time The Lowest Observed Adverse Effect Level (LOAEL) and Significant Observed Adverse Effect Level (SOAEL) at Table 14.2 of the PEIR Non-Technical Summary	The time periods in Table 14.2 of the Preliminary Environmental Information Report (PEIR) refer to the periods where the respective Lowest Observed Adverse Effect Level (LOAEL) and Significant Observed Adverse Effect Level (SOAEL) thresholds would apply, based on the guidance of BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise (BS 5228-1). For clarity, the stated time periods do not refer to proposed working hours, but rather are time periods within which certain thresholds are applicable. Further information is provided in the Chapter 14: Noise and Vibration of the Environmental Statement (ES) (document reference 6.14).			X	

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9-2.1323	National Grid have committed to review their approach to the Project in light of evidence that the Project may not be needed until 2023 / Request that National Grid undertake this review in a way that is visible publicly	National Grid undertakes a review of its Needs Case at every stage of the Project; this includes at key consultation stages and submission for a Development Consent Order (DCO) application. This has been undertaken for the Project within the 2025 Strategic Options Backcheck and Review (document reference 7.17). This includes an indication of when requirements for new infrastructure is required.			X	
9-2.1324	Request for National Grid to confirm whether those who have been informed that they have an interest in the land that may be affected but are outside the order limits will also get an opportunity to meet with National Grid (e.g. in the same way that landowners within the Project order limits and those attending drop-in events do)	As part of the statutory consultation National Grid sent out letters to all parties that were considered to have an interest in a potentially affected piece of land. This letter confirmed that National Grid considered the individual to be potentially affected and that their feedback on the draft proposals would be welcomed. The letter also provided contact details so that affected parties could make contact to discuss the Project and where appropriate / required a face-to-face meeting was arranged.			X	
9-2.1325	Request for National Grid to produce a brief (two pages max) explanation explaining why the two original (ESQ) reports that said offshore was cheaper than piecemeal pylon lines development are no longer of value	The National Energy System Operator (NESO) (previously Electricity System Operator (ESO) published a preliminary report in December 2020 on various strategic options (Offshore Coordination Phase 1 Report). This preliminary analysis only considered issues at a high-level and has been comprehensively superseded by subsequent assessments, which clearly indicate that an onshore connection would provide best value to consumers.			X	

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		The NESO has since given this project the go ahead through its Network Options Assessment process (NOA). NESO's NOA process assesses the costs and benefits of reinforcements and provides recommendations on which projects should receive investment – and when. It's also incorrect to assert that an offshore grid is 'greener'. All developments have environmental impacts that need to be assessed, managed and mitigated.				
9-2.1326	How much money will National Grid be investing into mitigation measures? (e.g. the restoration of roads and the environment)	National Grid as part of the Development Consent Order (DCO) process and planning always consider the environment and mitigation measure and a continuing drive to better the local environment from a position as it was before the development works were carried out. At this stage, National Grid could not put a defined figure on this however it is part of the planning and National Grid have to demonstrate what the plans are for the area as a whole as part of the planning DCO decision.			X	
9-2.1327	Request that National Grid undertake a Residential Visual Amenity Assessment (RVAA) for every property along the Project	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA. The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, including consideration of effects on visual receptors including communities. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (Document Reference 6.13).			X	

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		The LVIA chapter is accompanied by Appendix 13.4: Residential Visual Amenity Assessment (Document Reference 6.13.A4). This appendix sets out the approach used for the RVAA together with the results of the assessment.				
9-2.1328	Concern regarding the number of trips that will travel to / from Kent via the Dartford Crossing, during peak hours / Request that AM and PM peak hour flows at the A282 to / From Kent are provided to determine whether there would be any significant impact during the four years of construction	Analysis conducted by the Project to date suggests that the main source of materials would be from the north / northwest of the study area and that the transport of these materials would not involve use of the Dartford Crossing. The impact of the construction traffic along the Strategic Road Network has been assessed in the Transport Assessment (document reference 7.11). The Dartford Crossing has not been identified as a potential route to access the construction Site Access Points.		X	X	
9-2.1329	Request for National Grid to explain the rationale for the 2030 deadline / Criticism that no evidence has been presented to suggest the need for the Project by 2030	The Project responds to the need to overhaul and upgrade the electricity transmission network to accommodate the changes in how we produce and use energy, including the increase in offshore wind which needs to connect in 2030. We are already carrying out work to reinforce and upgrade the existing network in East Anglia, but even with these upgrades, the network will not be sufficient for the amount of new electricity connecting to it. As a result, our proposals for a new overhead line between Norwich and Tilbury are essential in supporting the wider UK transition to renewable energy. The need case for the Project is set out in the		X	X	

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		2025 Strategic Options Backcheck and Review (document reference 7.17).				
9-2.1330	Request for details about where the pylons and overhead lines are manufactured so respondents can understand the supply chain and environmental impact of the Project	The need for the Project is to support the connection and transfer of green, renewable energy into the National Electricity Transmission System. The Project would support the UK's net zero target to achieve net zero emissions by 2050 through the connection in East Anglia of new low carbon energy generation, and by reinforcing the transmission network. Therefore, the operational, medium to long term benefits of delivering the Project on a national level are considered to outweigh any short-term impacts of greenhouse gas emissions because of material use including cables, Pylons and construction activities. The Environmental Statement (ES) that accompanies the application for development consent is supported by a simple estimate of the greenhouse gas emissions associated with the construction phase of the Project , comparing this against UK emissions to determine if the Project is likely to have a material impact on the ability of the Government to meet its carbon reduction targets. The assessment also identifies potential opportunities to save carbon.			X	
9-2.1331	Request that National Grid disclose the companies they have approached for subsea solutions	National Grid has not consulted with the supply chain on the potential strategic options for this Project. Subsea cabling is an established technology which is commonly used for transferring power over long distances from one point to another. It is therefore not necessary to involve			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the supply chain in our considerations of feasible options.				
9-2.1332	Request that National Grid repair any current / future damage to land caused by impact surveys for the Project (e.g. by the drilling of boreholes)	Agricultural land will be reinstated to the pre-works condition as far as reasonably possible. National Grid will reinstate affected land to the reasonable satisfaction of the landowner and occupier. We will aim to reinstate topsoil during favourable weather conditions on appropriately contoured and prepared ground. The topsoil of agricultural land will be left in a loose, friable and workable condition and wherever possible, to its original depth over the whole working area. Subsoil will generally be loosened with an agricultural cultivator to an appropriate depth where the topsoil has been removed.			X	
9-2.1333	Request that a detailed Soil Management Plan is agreed with National Grid and all landowners and professional organisations (e.g. the National Farmers Union, Central Association of Agricultural Valuers), to be followed throughout the construction process to mitigate impact on future farming operations / Suggest that National Grid engage early with landowners, their land agents and farming representatives to agree a detailed soil management plan that will identify how soils should be treated, moved and reinstated during construction works for the Project	Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (document reference 7.2) provides details of soil handling to protect and avoid damage to soil resources, referring to good practice and specifically the Defra Code, along with other relevant guidance to meet the regulatory requirements and adhere to guidelines set by professional organisations such as the National Farmers Union (NFU). This would be evolved and further developed prior to construction commencing, taking into account detailed construction approaches, including the use of heavy construction equipment.			X	

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9-2.1334	Request that National Grid compensate and budget for landowners to undertake drainage works using the landowner's own land drainage consultants to ensure soil structure is properly restored (e.g. including extensive remedial cultivations)	National Grid will carry out pre, during and post construction drainage assessments, and as part of the landowner consultation will seek to obtain existing drainage information from the landowners. During the reinstatement stage of the Project, National Grid will seek to return the land back to its prior condition. This may include the reinstatement of existing drainage or the installation of new drainage systems. All landowners will be consulted on the reinstatement of their land, and if they should choose to carry out any element of reinstatement themselves this can be done under agreement.			X	
9-2.1335	Request that National Grid provide a full Business Impact Assessment / Criticism that there has not been a Business Impact Assessment for the Project	The application is accompanied by an Environmental Statement (ES) prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment, resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects. Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the ES presents an assessment of the potential impacts on businesses as a result of the Project during construction and operation (and maintenance). As part of the assessment, a range of measures are considered throughout the construction phase of the Project to reduce, where practicable, disruption of access to businesses within the Order			X	

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		Limits. These include traffic management, signage and routing measures to ensure access or partial access could be maintained where feasible. These are identified within the Chapter 15: Socio-economics, Recreation and Tourism of the ES, the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The financial impact of individual businesses is not an EIA matter and would be subject to individual landowner negotiations.				
9-2.1336	Requests mitigation measures for the construction of the Project to mitigate the impact on Public Rights of Way (PRoWs): that the greatest amount of notice is given where access to PRoWs or other areas open to public use will be affected; any periods of limited use or closure are minimised; work be phased to facilitate the continuing use of as much of the affected paths as possible, and; once works are completed, the area concerned is restored to at least its previous standard and, wherever possible, improved to mitigate impact of construction on PRoWs and residents / Request that any disruption to the PRoWs be kept to a minimum with protection in place to ensure that equestrians, walkers and cyclists can continue to use the routes safely whilst construction works take place: notice given in advance of any disruption or closure to access, safe	An Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) has been prepared and submitted as part of the Development Consent Order (DCO) application. The document details the type of mitigation measures relating to PRoW during construction. Access, Rights of Way and Public Rights of Navigation Plans (document reference 2.5) have been prepared.			X	

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	off road temporary routes provided where closures are necessary to ensure users are not forced onto busy roads, all traffic and works associated with this project made aware of the walkers, cyclists, carriage drivers and horse riders that use the PRoWs					
9-2.1337	Request that National Grid provide a detailed account to the differences between the findings of a Norwich to Tilbury offshore subsea route compared to National Grid's four Eastern Green Links (EGL) projects	The information relating to the Eastern Green Links (EGL) 3 & 4 projects, which are proceeding on a path to achieve a Development Consent Order (DCO), can found on their respective project websites. The EGL OPP6 and 7 options are the ones considered for the connection. The connections for the EGL 3 and 4 are 640 km and 541 km respectively, offshore for 2 x 2 GW links In the appendix we also considered an onshore alternative to provide connections to the same location which would be 768 km. In this instance, the economic case for High Voltage Direct Current (HVDC) is more applicable due to the long distances and lower capacity. By contrast, Norwich to Tilbury is proposed to be 180 km onshore. For the offshore options we considered 220 km in length and the need for 3 x 2 GW links. The distances onshore and offshore in this case are less than 1/3 the distance involved on the EGL3 and 4 projects, Over this type of distance 200 km onshore technology, particularly overhead lines, are far more economic than the offshore alternative. The assessment in the 2025 Strategic Options Backcheck and Review (document reference	X			

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		7.17) is done on an identical basis to the assessment carried out in the EGL 3 and EGL 4 project document.				
9-2.1338	Request mitigation measures to decrease disruption of construction work: that all construction work and deliveries are made by battery electric vehicles; reversing beeps from construction vehicles and other noise pollution from construction are disabled (rely on other safety measures if required); sound barriers are built around the construction sites and on both sides of the roads for the construction (as Grade II listed buildings cannot install proper sound insulation) to reduce noise disturbance	As part of the pre-application process National Grid has engaged with the relevant authorities, and their highways teams and National Highways to understand and gain information on their local road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). An assessment of construction noise and vibration is presented in Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14). The assessment indicates that significant adverse noise and vibration effects can be avoided with the use of best practicable means (BPM). The Main Works Contractor(s) are required to apply BPM to reduce the	X			

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		effects of construction noise and vibration from the proposed works. Further construction noise and vibration assessments will be undertaken by the Main Works Contractor(s) prior to commencing works based on their specific construction methodologies and site-specific mitigation will be determined and employed where required. Consideration would be given to a range of mitigation measures, including but not limited to, use of alternative methods, low noise plant, site layout and orientation, screening, and temporal restrictions.				
9-2.1339	Request that National Grid carefully time commencement of works in any field (e.g. considering weather) to minimise the duration of time in which each parcel of land is taken by construction, returning land to economic use as quickly as possible and prioritising the interests of local landowners, farmers and the local community even if that results in increased costs	With any National Grid project, a programme is always discussed with landowners and occupiers to ensure that they are kept informed with progress on site. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements. National Grid aim to provide at least 10 working days' notice to the landowners and occupiers along the route before entry is taken. Where it is reasonably possible to do so, National Grid will afford landowners and occupiers time to remove standing crops before access is taken in order to mitigate losses.	X			

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		Agricultural land will be reinstated to the pre-works condition as far as reasonably practicable. National Grid will reinstate effected land to the reasonable satisfaction of the landowner and occupier. We will aim to reinstate topsoil during favourable weather conditions on appropriately contoured and prepared ground. The topsoil of agricultural land will be left in a loose, friable and workable condition and wherever possible, to its original depth over the whole working area. Subsoil will generally be loosened with an agricultural cultivator to an appropriate depth where the topsoil has been removed.				
9-2.1340	Request mitigation measures to minimise damage to farmland during construction: that width of the construction swathe and construction of haul roads must be minimised to that which is necessary; agricultural vehicles with larger lower pressure tyres suitable for use on farmland should be used in place of traditional road-suitable construction vehicles; and adopt new and alternative construction methods and techniques (e.g. 'cable ploughing' to minimise damage to farmland)	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements. Agricultural land will be reinstated to the pre-works condition as far as reasonably practicable. National Grid will reinstate effected land to the reasonable satisfaction of the landowner and occupier. We will aim to reinstate			X	

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		topsoil during favourable weather conditions on appropriately contoured and prepared ground. The topsoil of agricultural land will be left in a loose, friable and workable condition and wherever possible, to its original depth over the whole working area. Subsoil will generally be loosened with an agricultural cultivator to an appropriate depth where the topsoil has been removed.				
9-2.1341	Request that the consultation process is restarted to incorporate an offshore grid alternative and representatives from all Parish Councils affected must be included throughout this process	National Grid carefully considers the most feasible options and present proposals for public consultation. In doing this, we must consider impacts on local communities and the environment and deliver value for electricity consumers. We have assessed an equivalent offshore option, but it would mean significant extra cost to consumers, and that would not meet the requirements placed on us. In addition to cost, there are a range of environmental factors and other onshore and offshore impacts which need to be considered in this option. Taking all these considerations into account, we have concluded that an onshore connection is the most appropriate solution. Throughout our consultation process, we have engaged directly with Parish Councils along the route and have asked for their feedback on our proposals.	X			

9-2.1342	Request for National Grid to make available the spatial data used in the interactive mapping, either directly or within their document library	All the spatial data we used in the production of our documents was made available during statutory consultation through our interactive map, the maps in our document library, and the other documents we published. The interactive map has been updated to reflect our final proposals and is available on the Project website.			X	
9-2.1343	Request that National Grid investigate the cumulative impact of traffic movement in regard to North Falls and Five Estuaries' proposed access and conduct a combined traffic impact assessment for all three projects together (including this Project).	The cumulative impact of traffic movement in regard to North Falls and Five Estuaries has been assessed in Chapter 16: Traffic and Transport of the Environmental Statement (ES) (document reference 6.16) and the Transport Assessment (document reference 7.11).	X			
9-2.1344	Request that no construction should begin until the Development Consent Order (DCO) for the Project is approved (e.g. in the case that individual DCOs are approved before this)	National Grid has not started any construction work for the project and would not do so unless we receive a Development Consent Order (DCO) on our proposals. If we do receive consent, we will continue to keep local residents and stakeholders up to date with regular construction updates. There are several other DCO and local planning projects in East Anglia that have started construction, such as the Bramford to Twinstead Reinforcement and the substation extension at Norwich Main Substation alongside projects led by other third-party providers.		X		
9-2.1345	Request for a follow up meeting with National Grid before the final round of change control and the submission of the final statutory consultation on 26 July 2024, including an engineering representative of National Grid	During the statutory consultation, we held 14 Public Information Events and met with affected landowners and relevant stakeholders. Where necessary, these meetings were attended by relevant members of our lands, engineering, and construction teams. If we receive development consent, we will keep the local community, landowners, and stakeholders up to date with important construction news on the Project website and through Project updates.			X	
9-2.1346	The Preliminary Environmental Information Report (PEIR) notes potential construction phase impacts due to temporary land take, in particular sports	The Preliminary Environmental Information Report (PEIR) was a preliminary document and reflected the Project proposals at the time.	X			

	pitches, golf courses and other leisure or cultural provision. The PEIR notes a temporary impact, but does not identify the length of time, which could be up to the full 4 year construction programme. The period of impacts will be an important factor on which to identify the need for additional mitigation, e.g. alternative provision of sports facilities and the final assessment of significance. With this, request that the Environmental Statement (ES) for the Project reports the exact nature and impacts of the temporary acquisition of land required by National Grid from the Equine Centre, Writtle University College, St Mary's Church Buttsbury, Woodland Schools, Hutton Manor and Little Acorns; this should include the estimated length of time of impact on the community facilities, which should then influence the assessment of significance as well as the potential mitigation, e.g. replacement facilities, timing to reduce impacts and the results of consultation with the providers.	National Grid will continue to engage with all affected landowners and organisations such as sports facilities, golf courses and equine facilities. As part of this engagement National Grid would look to agree mitigation where required and reasonable, and this could include alternative sites. The duration of impact (i.e., short-term, medium-term and long-term) has been reported in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15).				
9-2.1347	Comment supportive of baseline assessment on public mental health and potential effects due to impacts from the construction and operation of the proposed scheme. The Preliminary Environmental Information Report (PEIR) makes reference to the potential for local public concern through understanding of risk / risk perception of electric and magnetic fields (EMF) and visual impacts. The report outlines how information on EMFs will be provided as a separate document alongside the Environmental Statement (ES) and other Development Consent Order (DCO) application documents. The information provided will include details and information on how the Project will comply with relevant guidelines and codes of practice. However, concern that the report does not indicate	The Environmental Statement (ES) considers the potential effects on mental health through risk perception / understanding of risk posed by the exposure to electro-magnetic fields (EMF and visual impacts. This has been informed by technical EMF information as well as consultation responses on this matter. Receptors include both the general and vulnerable populations. The approach to the consideration of mental health impacts in the ES has been informed by the principles and protective factors for mental health as set out in the Mental Health and Wellbeing Impact Assessment (MWIA. As recognised by the UK Health Security Agency (UKHAS) comment, robust and meaningful consultation with the local community will be an important mitigation measure, in addition to informing the assessment and subsequent mitigation measures.	X			

	how any community anxiety or concern from EMFs will be identified and addressed. It is assumed that the engagement team will communicate risk safety information within the various public consultation opportunities. It is important that communication programmes in relation to the scheme should provide a source of clear and objective information to increase knowledge and awareness. It is important to understand levels of community anxiety in order to influence the approach to these public consultations and the need to change or improve the information or approach. Understanding of community anxiety will also enable a more robust, transparent and defendable assessment of significance. With this, recommend that the ES should consider potential effects on mental health through risk perception / understanding of risk posed by the exposure to EMF and visual impacts. When estimating community anxiety and stress a qualitative assessment may be most appropriate. Robust and meaningful consultation with the local community will be an important mitigation measure, in addition to informing the assessment and subsequent mitigation measures. This may involve conducting resident surveys but also information received through public consultations, including community engagement exercises. The Mental Well-being Impact Assessment Toolkit (MWIA) contains key principles that should be demonstrated in a project's community engagement and impact assessment. Suggest consultation with the local authority's public health team who are likely to have Health Intelligence specialists who will have knowledge about the availability of local data. The assessment should identify vulnerable populations.					

9-2.1348	Suggest that (in accordance with the Public Rights of Way Management Strategy (PRoWMS)) all locations where a PRoW is expected to be impacted by the Project should have appropriate signage, advising the dates and hours the PRoW will be affected, and that: • Local residents and businesses should be provided with details of the diversion route and dates/durations in line with paragraph 3 of Schedule 15 to the 1981 Wildlife and Countryside Act. As far as practicable, this information will be provided a minimum of two weeks in advance of the diversion being brought into use although, exceptions will apply in the case of emergency works; • All diversions will be constructed to recreate the current levels of accessibility provision as the existing route and where reasonably practicable will maintain compliance with the Rights of Way Circular (1/09); and, • Any required temporary diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number for any concerns. The location of signs should be discussed with the relevant Local Highway Authority (LHA) before construction. Where applicable, maps showing temporary diversions and alternative PRoW should be provided at sites affected by the works. In addition, the Main Works Contractor(s) should discuss with the respective local authorities whether additional signage outside the Order Limits will be appropriate to give users advanced information, and it is anticipated that local residents will be informed of impacts on the PRoW through regular newsletters distributed within a particular section of the route	An Outline Public Rights of Way Management Plan (document reference 7.6) has been provided with the Development Consent Order (DCO) application to manage Public Rights of Way (PRoW) during construction. Details on Temporary closure to PRoW can be found within 3.1 Draft DCO - Schedule 7 Streets or public rights of way to be temporarily stopped up. The impacts on PRoW would be minimised wherever possible, where impacted upon by any temporary construction works or permanent works. Where possible, access along all PRoW crossing the Order Limits would be maintained with access managed, or PRoW diverted, and only closed where absolutely necessary during specific construction activities. Any required temporary diversions would be clearly signed at both ends, detailing the diversion routes, the duration of the diversion and a contact number for any concerns. Exact details of the forms of any management, diversions or closures would be subject to discussion with relevant local authority access officers. Details would be presented in the Public Rights of Way Management Plan (which will be substantially in accordance with the Right of Way Circular (1/09) and detailed within the Outline Public Rights of Way Management Plan (document reference 7.6). It is proposed to remove all temporary arrangements post-construction and reinstate footpaths as they were prior to the works being undertaken.			X	
9-2.1349	Suggest that National Grid put in place new insurance covers or pay for this coverage for	There is no evidence from National Grid construction activities in the past that there is any statistically			X	

	properties impacted by the Project not only the duration of the works but for at least 10 years after building work has completed (e.g. as damage to property may not be obvious for up to 10 years)	identifiable risk associated with our work. National Grid is a responsible developer, adheres by industry standards for codes of construction practice, and carries public liability insurance for third party claims linked to construction activities. Contractors are also required to carry public liability insurance whilst working for National Grid. Claims based on negligence or nuisance can be brought up to six years from the date when the damage occurs, which may be longer than the 10 year period mentioned.				
9-2.1350	Request for National Grid to arrange for the removal of two closure signs at the eastern end of Hickling Lane (heavy signs attached with electrical ties to trees and held in place with heavy sandbags) which where put in place when Hickling Way was closed as part of the 2023/24 works to replace overhead lines in Swainsthorpe, Norwich	Comments were received about the removal of signs relating to reconductoring work being carried out on the existing 4YM overhead line between Bramford and Norwich. These signs were not related to Norwich to Tilbury. The comments were passed to the relevant project community relations team to follow up. The reconductoring work has since been completed			X	
9-2.1351	Suggest that culverts should be constructed to not lose channel capacity and the culvert length should be kept as short possible but will be assessed by the local planning authority (LPA) on ordinary watercourses	Design principles for culverts have been discussed with the Lead Local Flood Authorities and the Outline Code of Construction Practice (document reference 7.2) contains several commitments to secure culverts that are designed to prevent loss of channel capacity and are as short as practicable.	X			
9-2.1352	In relation to Section 2.1.1 of the Preliminary Environmental Information Report Non-Technical Summary (April 2024) ('National Grid undertakes options appraisals during the first stage of project development for all its new projects. These often identify a number of different approaches the project could take to achieve its stated purpose, also known as its ‘Needs Case’, and may include different locations, technologies or designs.'), request that National Grid do the following: - Provide rationale (with evidence to support rationale) for providing only two options proposed in NTS (and presumably PEIR);	The Corridor and Preliminary Routeing and Siting Study (available on the Project website) and the 2025 Strategic Options Backcheck and Review (SOBR) (document reference 7.17) as well as the previous 2023 and 2024 SOBRs detail the rational in determining the preferred route option of the Project. National Grid is required to consult on the project that meets the need case and its various duties. As such National Grid has to develop a project that will secure planning consent and be funded by OFGEM. It is therefore disingenuous to consult on options that will ultimately not be supported, regardless of public preference.			X	

	- Clarify why the only two options selected have very limited differences (i.e. 2km underground cables and 2 additional compounds), with the vast majority of detail identical for the Project; - Justify how the proposed two options satisfy the statement ""a number of different approaches the project could take to achieve its stated purpose""; - Make easily accessible to the public all assessments of the relative social, economic and environmental impacts and benefits of the 23 options. In particular, provide robust life cycle analysis and depreciation costs over the lifetime of each scenario, not just the up-front cost but the potential for long-term lower constraint cost—and challenges around delivery speed), and including all indirect costs of building pylons (e.g. compensation, discounts, community benefit schemes and other payments offered to buy local support); - Present spatial analysis of costs and benefits per head of population across the UK, thereby highlighting the disproportionate negative impacts borne by East Anglia; - Provide clarification of where the NG 'Needs Case' has addressed critiques raised in the Hiorns, 2023, Review of National Grid Energy Transmission (NGET) proposals, in particular in respect to: (a) weaknesses in the ‘predict and provide’ model of grid planning and the critique that using this method undercuts the current need case for N2T; (b) review of offshore options that suggest alternative solutions at lower costs than NGET had previously quoted; (c) further sensitivity studies are required to reduce the risk of stranded investments; - Clarify how the process of option selection has abided by the sentiment and intent of The Green Book Guidance (as it applies to the consideration of projects, and not just policies), issued by HM Treasury	Design variants and alternatives that have been considered, and the rationale for decisions, have been presented during the Project development stages in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS), the 2023 and 2024 Design Development Reports (DDR) (available on the Project website) and the 2025 DDR (document reference 5.15) as well as in the ES Chapter 3: Alternatives (document reference 6.3). The Strategic Options Backcheck and Reviews published in 2023 and 2024 (available on the Project website) and the 2025 Strategic Options Backcheck and Reviews (document reference 7.17) have presented cost comparisons informing and validating the selection of the Project being taken forward. The development of the project is not required to adopt the Green Book approach but follows a structured options appraisal method that has been tested through many applications, most recently for the Bramford to Twinstead project which is another National Grid project comprising overhead lines and underground cable. National Grid considers all relevant information pertaining to the development of new transmission projects but is under no obligation to provide a response to any particular report. It is also clear that National Grid must operate within its regulatory environment and duties rather than within a context preferred by others.				

9-2.1353	In relation to Section 2.2.3 of the Preliminary Environmental Information Report Non-Technical Summary (April 2024) ('A total of 23 strategic options were identified and appraised. Options were discounted owing to a number of factors including poor performing cost benefit analysis, the presence of complex Special Protection Area (SPA) / Special Area of Conservation (SAC) / Sites of Special Scientific Interest (SSSIs) and options having higher capital costs for limited benefit and the presence of the Suffolk Coast and Heaths National Landscape (an Area of Outstanding Natural Beauty (AONB)), request that National Grid do the following: Clarify whether the options were assessed and ranked in the context of a green grid planning hierarchy? If so, please make this assessment easily accessible to the public. Provide evidence of compliance with the four aspects of the 'Gunning principles', either in spirit or law. (Note - these principles have been judicially summarised and endorsed by the Supreme Court as: 'First, that consultation must be at a time when proposals are still at a formative stage. Second, that the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response. Third… that adequate time must be given for consideration and response and, finally, fourth, that the product of consultation must be conscientiously taken into account in finalising any statutory proposals.' As set out by Stephen Sedley QC as approved by Hodgson J in R v. Brent LBC ex p Gunning and endorsed by the Supreme Court in R (Moseley) v Haringey London Borough Council [2014] UKHL 56; [2014] 1 WLR 3947). Provide clarity where, and the extent to which, the selection process used within The Project option selection process has reflected the dictum that	The approach to assessment of the strategic options was set out in the Corridor and Preliminary Routeing and Siting Study published in 2022 and available on the Project Website. This included a range of technologies and on and offshore solutions so thoroughly challenged the overhead line starting point presumption. This was also subject to the backcheck and review in the Strategic Options Backcheck and Review published in 2023 and available on the Project Website. This Project comprises a proposed overhead line connection over 2 km in length and therefore it is classified as a Nationally Significant Infrastructure Project (NSIP). Therefore, the Project would require consent under the Planning Act 2008. An NSIP application is submitted to the Planning Inspectorate and examined by an independent panel of inspectors. The Planning Inspectorate will decide if our consultation has been adequate and will measure it against statutory guidance and other legal requirements. This will include an assessment on the extent to which National Grid has carried out consultation in accordance with the Gunning Principles (to the extent applicable). National Grid considers that we have developed our proposals and carried out consultation in accordance with the Gunning Principles where applicable. The Gunning Principles set out four principles for consultation as follows: Consultation must be at a point when proposals are still at a formative stage. A final decision has not yet been made, or predetermined, by the decision makers. All of our consultations on the Project (non-statutory consultations in 2022 and 2023, our statutory consultation in 2024 and the targeted consultations and landowner consultation in 2025) were held at a formative stage where final decisions on the proposals were still to be made and we took on board feedback on our proposals at each stage.			X	

	“overhead lines should be the starting point." Provide a response to the widely-held critiqued that the intent of NG in relation to public consultations was merely one of “back-checking”, i.e. retro-fitting analysis relating to a decision already made, in contrast to early and effective consultations whilst proposals are still being formulated	There is sufficient information to give ‘intelligent consideration’. The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response. We have published a considerable amount of information to support both non-statutory consultations and statutory consultation. This information was available online and in paper copy at our public events during consultation and remains available on the Project website. Information was available in alternative formats on request. For the targeted consultations this included a summary of the proposed changes, maps showing the 2024 proposals and the proposed changes, and accompanying environmental information for each proposed change of significance. This information was available in various forms including online and in paper copy at our public information events during consultation and upon request and remains available on the Project website. There is adequate time for consideration and response. There must be sufficient opportunity for consultees to participate in the consultation. Our statutory consultation ran for a period of 15 weeks; our targeted consultations ran for a period of at least 30 days each. When considering the smaller scale of changes we were consulting on, this was a proportionate and appropriate timeframe for consultation. This gave sufficient time for people to review the information provided, attend a face-to-face event, webinar, or contact the Project team with any questions to enable them to provide an informed response. We follow advice and guidance provided in relation to consultation for a Project of this nature and are confident we go over and above any statutory requirements to engage fully with all stakeholders. Conscientious consideration must be given to the consultation responses before a decision is made.				

		Decision makers should be able to provide evidence that they took consultation responses into account. In response to the statutory consultation, we received over 13,000 responses. In response to the targeted consultations, we received over 700 pieces of feedback. Responses were received from members of the public, elected members, Local Planning Authorities and technical stakeholders. All responses received have been carefully read and considered by the Project team. Information from the feedback has been considered and changes have been made as we have developed the alignment. Evidence of how we carefully considered the feedback submitted during the 2022 and 2023 non-statutory consultations is detailed in our previous consultation feedback reports, which are available on the Project website.				
9-2.1354	In relation to Sections 2.2.4 & 2.2.5 of the Preliminary Environmental Information Report Non-Technical Summary (April 2024) ('Following the appraisal process the preferred Strategic Proposal comprised: - An offshore reinforcement between the south coast and East Anglia (whilst subject to separate study this is initially identified as between Sizewell and Richborough and referred to as the Sea Link project) - An onshore reinforcement between Tilbury and Grain - An onshore reinforcement between Norwich and Tilbury 2.2.5 The Project covers the onshore reinforcement between Norwich and Tilbury only...'), request that National Grid do the following: - Provide justification for no transparency in appraisal of all 3 components or explanation as to why The Project only covers the onshore reinforement between Norwich and Tilbury.	The 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) sets out that there was no single point to point project that could meet the reinforcement need and that a combination of Projects were required. The CPRSS considered a range of combinations encompassing onshore, offshore, AC or DC, overhead line and underground cable connections between different potential connection points and concluded with the combination noted by the respondent. This was validated by subsequent Strategic Options Backcheck and Reviews in 2023 and 2024 (available on the Project website) and the 2025 Strategic Options Backcheck and Reviews (document reference 7.17). The Holistic Network Review and Offshore Transmission Network review specifically focused on projects that they were able to influence with those responding to more urgent connection needs, projects such as Norwich to Tilbury were not subject to the same considerations.			X	

	- Clarify where the preferred Strategic Proposal helps deliver to the National Grid Electricity Supply Operator 2020 Offshore Transmission Network Review prediction of an integrated approach reducing infrastructure (including cabling and onshore landings) by 50% by 2050 (re-quoted in the Draft Overarching National Policy Statement for Energy (EN-1), November 2023, para. 3.3.75)."					
9-2.1355	In relation to Section 2.3.4 of the Preliminary Environmental Information Report Non-Technical Summary (April 2024) ('Feedback from stakeholders (including the local community) received from the 2022 non-statutory consultation was considered and taken into account to help shape and guide the development of the Project. Following the 2022 non-statutory consultation, the 2023 preferred draft alignment was developed'), request that National Grid demonstrate instances of any meaningful concessions/community input incorporated into the evolving Project design	Feedback from all consultations on the Project has been reviewed and decision made regarding whether changes are or are not made and the reasons explained in the previous 2022 and 2023 Non-Statutory Consultation Feedback Reports, this report as well as the 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15). The Design Development Reports identify the main changes with the feedback reports setting out how all feedback was considered. Following the 2022 non-statutory consultation the 2023 Design Development Report set out the main changes in Section 3 (from paragraph 3.2.8) with further detail in Sections 5 and 6, reports published at our previous consultations can be found on the Project website.			X	
9-2.1356	In relation to Section 2.3.9 of the Preliminary Environmental Information Report Non-Technical Summary (April 2024) ('National Grid has prepared a Strategic Options Back Check and Review (SOBR) in accordance with National Grid's document 'Our Approach to Consenting' (National Grid, 2022). The 2024 SOBR appraises the ability of onshore and offshore options to meet the system need while balancing cost, technical performance, and environmental and socioeconomics effects'), request that National Grid provide meaningful and sufficiently comprehensive summary of these	The 2024 Strategic Options Backcheck and Review published at the statutory consultation and available on the Project website contained an executive summary that we considered provided a meaningful and succinct summary. Other documents also contain an executive summary.			X	

	documents, and make them easily accessible to the public					
9-2.1357	In relation to Section 4.3.6 of the Preliminary Environmental Information Report Non-Technical Summary (April 2024) ('At this preliminary stage the surveys and assessment work have been progressed to differing degrees for different technical assessment, and mitigation measures have not all been defined or designed'), request that National Grid clarify how surveys and assessment work on mitigation etc, followed by public consultation in line with Gunning Principles, will be undertaken for 21 options, in addition to the two selected, in order to enable equitable comparison of all 23 options	At each stage of the Project a consistent level of information has been used to support decision making on the selection of the preferred option. There is no requirement for all design variants or alternatives to be studied to the level of detail captured within the Preliminary Environmental Information Report (PEIR) or Environmental Statement (ES) supported by a similar degree of detail from associated surveys. National Grid does not consider it proportionate to complete such an extent of surveys, nor reasonable to impose such surveys on landowners when there can be shown, based on available data, to be no realistic prospect of an option progressing.			X	
9-2.1358	In relation to Section 5.2.1 of the Preliminary Environmental Information Report Non-Technical Summary (April 2024) ('Following the identification of mitigation all preliminary residual7 ‘potential effects’ arising from the construction and operation (and maintenance) of the Project have been identified, for example loss of habitat or change in noise levels. The assessment considers the level of significance of each effect on each ‘receptor’ (the receiving environment such as water, air, land or specific species). The assessment has been undertaken by EIA specialists including ecologists and archaeologists. The general approach to determining ‘significance’ of an effect is to consider the sensitivity of a receptor alongside the nature and severity of the change. Details of how effects have been determined to be significant or not-significant for each aspect is provided in each topic chapter of the PEIR.'), request that National Grid do the following: Provide details and evidence, for each identified impact, to demonstrate how the EN-1 (para.4.6.1) mitigation hierarchy has been applied	National Grid has sought to reduce environmental impacts, as far as practicable, through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the project. Environmental mitigation measures have been described within each Environmental Statement (ES) topic chapter. In order to minimise impacts, an Outline Code of Construction Practice (CoCP) (Document Reference 7.2), Outline Construction Traffic Management Plan (CTMP) (Document Reference 7.3), Outline Landscape and Ecological Management Plan (LEMP) (Document Reference 7.4) and Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (WSI) (Document Reference 7.5) have been included as part of the application to deliver any mitigation required, including proposed management and monitoring. Although not currently mandatory for Nationally Significant Infrastructure Project (NSIP) applications, National Grid is committed to delivering 10% Biodiversity Net Gain (BNG with wider environmental and societal			X	

	(including any relevant operational aspects) to The Project. Provide details of cumulative benefits designed to offset residual impacts of The Project and grid transmission infrastructure, at national, regional and local levels, in relation to: (a) increased opportunities for enhancement of natural capital as whole route corridor mitigation; (b) fullfilling the overall environmental net gain ambition; (c) use of grid corridor 'visual catchments' to enhance blue and green infrastructure, for example: flood protection; enhancing tree and woodland cover (screening); rewilding; carbon, sequestration etc; (d) biodiversity net gain, helping to meet national nature recovery ambitions − adding cumulative value through existing and new local nature recovery strategies; (d) delivering local environmental benefits (landscape, amenity, sustainability, access to countryside), driven by the needs and aspirations of local communities, expressed through participative design panels and/or community forums. e) use of the 'How to do it Natural Capital Handbook' and ENCA as required in EN1	benefits. The mitigation hierarchy is being adhered to where at all possible with onsite mitigation incorporated into the Order Limits. While any required offsite BNG would ideally be located locally to the impacts, given the scale of the Project and large number of units required, this may not always be practicable. National Grid would seek to identify offsite BNG locations with additional environmental and societal benefits that will be delivered through expert partners. Off-site locations will be chosen based on National Grid's carefully considered selection criteria. The selection criteria will take into account (amongst other criteria), the habitat type and condition required, the location in proximity to the Order Limits, the delivery partner's credibility and proven experience in delivery, cost per unit, timeframes and will also consider sites that provide added value in the form of additional societal and environmental benefits. Any habitats included within the BNG onsite mitigation will be monitored and managed by National Grid for 30 years in line with commitments made within the Biodiversity Net Gain Report (document reference 7.1). The Landscape and Visual Impact Assessment (LVIA) includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects. It identifies areas for potential mitigation planting, where practical, to reduce landscape effects and visual impacts. The landscape and visual assessment is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). The Outline Landscape and Ecology Management Plan (LEMP) (document reference 7.4) includes details regarding any planting proposals, and information relating to the restoration of any habitats and landscape features.				
9-2.1359	In relation to Section 4.2 of the Preliminary Environmental Information Report Non-Technical Summary (April 2024) ('The assessment concluded	The assessment on ecological features has been made based on The Chartered Institute of Ecology and Environmental Management (CIEEM) Guidelines for			X	

	that with the implementation of mitigation measures, effects on all biodiversity receptors are likely to be not significant. There are two exceptions to this:'), request that National Grid clarify, and justify, what time-period are they using to assess 'not significant' effects	Environmental Impact Assessment (EIA) 2024 within the duration paragraphs of 5.14 and 5.15. Impacts and effects have been described as short, medium or long-term and permanent or temporary in line with these guidelines. The periods for which are defined in months/years within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8).				
9-2.1360	In relation to Section 5.9.14 of the Preliminary Environmental Information Report Non-Technical Summary (April 2024) ('During the operational (including maintenance) phase, the assessment concluded that effects on landscape character have the potential to have long-term significant effects across the draft Order Limits and the surrounding landscapes up to approximately 1 km from the Project. Significant effects on views and visual amenity during operation (including maintenance) are predicted to be experienced up to approximately 2 km from the Project. In the longer term, mitigation measures including replacement planting and embedded mitigation within the 'Environmental Areas' around the CSE compounds and substations / substation extensions would reduce effects in some areas.'), request that National Grid explain how the mitigtion planning will account for decadal delay in restoration initiatives associated with replacement of lost trees, hedgerows, and other nature-based visual amenity features, and ecosystem service generation. (For example, oak trees take up to 60 years to reach maturity)	National Grid has sought to reduce, as far as practicable, impacts on the environment (including on landscape character) through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. The landscape and visual impact assessment (LVIA) presented in ES Chapter 13: Landscape and Visual (document reference 6.13) includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects. It identifies areas for potential mitigation planting, where practical, to reduce landscape effects and visual impacts. The assessment also considers the likely effects of the Project during construction at operational			X	

		Year 1 and Year 15 to account for the effect of vegetation maturing over time, In addition to the EIA, National Grid have committed to delivering 10% BNG with wider environmental and societal benefits. National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The Project will prioritise the replanting for individual trees and small groups of individual trees within the Order Limits, offsite provision may however be required. Details of the onsite tree planting will be provided in accordance with the final LEMP or the Reinstatement Planting Plan secured in the draft DCO (document reference 3.1).				
9-2.1361	In relation to Section 1.5 of the PEIR Vol 1 Main Text, April 2024 ('Environmental Net Gain & Biodiversity Net Gain (10%)'), request that National Grid Provide explanation of how the 30 year mitigation timescale reconciles with the estimated 40 year lifespan of proposed pylons, and the multidecadal recovery time of many species and ecosystems that will be impacted	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Orders (DCO). For Nationally Significant Infrastructure Projects (NSIP) projects the 10% BNG requirement is not expected to become mandatory until May 2026. National Grid has however committed to delivering Net Gain of 10% BNG with wider environmental and societal benefits on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. A 30-year management and monitoring requirement of newly created and enhanced habitats counted within the BNG metric is a requirement of the current BNG guidelines intended for Town and Country Planning Act (TCPA) applications. In the absence of BNG guidelines for NSIPs this 30-year management and monitoring period has been adopted as part of the projects approach to BNG. See Biodiversity Net Gain Report for more detail (document reference 7.1).			X	
9-2.1362	In relation to Section 2.6.6 of the PEIR Vol 1 Main Text, April 2024 ('Advice Note Seventeen:	Decision making about routeing of overhead lines (and underground cables) and the siting of Cable Sealing End			X	

	Cumulative Effects Assessment12 (Planning Inspectorate, 2019) sets out the recommended approach to Cumulative Effects Assessment (CEA) for NSIP projects including guidance on the relative weight to be applied to other developments depending upon how progressed they are through the consenting process. Greater information on the CEA is included within Chapter 17.'), request that National Grid do the following: Provide evidence of how the Holford and Horlock Rules are to be applied and consideration given to the 'cumulative effects' of the key new grid threats across East Anglia and the east of England region, including interconnector (IC) landings (see Table 1, p13 & 14, GREENING THE GREAT GRID UPGRADE, May 2024). Provide proposed locations and approximate land area that can reasonably be considered by the public to be 'sacrifice zones' and local distortions, particularly in relation to new substation developments. Please provide details of how Horlock Rules will be applied to these zones to address claims that NG is inappropriately industrialising the countryside. Provide detail of how Horlock Rules consideration is to be given to potential cumulative effects of non-grid developments, e.g. Long Stratton by-pass, particularly in respect to volumn of heavy goods vehicles in the region/disturbance/air quality etc	(CSE) compounds and proposed substations is all set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) and the 2023 and 2024 Design Development Reports (available on the Project website) and 2025 Design Development Reports (document reference 5.15) which also identify the main reasons for site selection (and why other sites were not selected) with reference to relevant aspects of the Holford and Horlock Rules set out (the Holford Rules can be found in Appendix I22 of this report). Potential cumulative effects have been identified and have informed the identification of mitigation with remaining effects set out in the Environmental Statement (document reference Volume 6: Environmental Statement).				
9-2.1363	In relation to Section 3.3.1 of the PEIR Vol 1 Main Text, April 2024 ('In response to feedback, including that from non-statutory consultation and the Offshore Electricity Grid Task Force (Offset16) regarding a fully offshore HVDC option to deliver the Project, National Grid provided further clarification on the potential for a feasible offshore strategic option to deliver the additional transmission capacity required, having regard to their duties. The	National Grid notes the respondent’s feedback. With regards to the statement that "none of the conclusions should be seen as final", projects like Norwich to Tilbury must take into account any relevant government policies such as National Planning Policy Statements which may, during the lifetime of the project be amended. We are therefore prepared to amend project decisions should we be required to. We also take on board feedback from all			X	

	clarification provided explained why, at that early pre-statutory stage of consultation, the offshore strategic option was not being progressed although none of the conclusions should be seen as final. This information can be found on the Project website 17. https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/norwichto-tilbury '), request that National Grid do the following: Provide precise URL to details of why the offshore strategic option was not being progressed (present URL directs readers to the generic home page and requires further navigation). Clarify the statement that "none of the conclusions should be seen as final" in respect to widespread public experience at current NG consultations that reject the potential of reopening decisions that have previously been made - and presenting the same single preferred route corridor subject to some limited localised refinements	stages of consultation undertaken and have made multiple changes to the alignment as a consequence. The offshore strategic option was not progressed as explained in the 2024 Design Development Report (page 23) which directs to the response to OffSet in October 2022 (available on the Project website). The further clarification can be found in the annex, from page 5 of the document.				
9-2.1364	In relation to Section 4.4.9 of the PEIR Vol 1 Main Text, April 2024 ('This section describes the good design principles that have and will be taken regarding the design process including reducing use of raw materials and waste generation. It also sets out how the Project has been designed to be resilient to climate change.'), request that National Grid Provide detailed analysis, including lifecycle analysis calculations of CO2-e, for The Project and alternative scenarios, together with mitigation strategies	ES Appendix 4.1: Greenhouse Gas Assessment (document reference 6.4.A1) provides a simple estimate of the Greenhouse Gas emissions associated with the construction phase of the Project, comparing this against UK emissions to determine if the Project is likely to have a material impact on the ability of the Government to meet its carbon reduction targets. This approach is in accordance with the Environmental Impact Assessment (EIA) Scoping Report (document reference 6.19) and Scoping Opinion (document reference 6.20).			X	
9-2.1365	In relation to Section 4.4.1 of the PEIR Vol 1 Main Text, April 2024 ('The Project Description within the ES will detail likely construction materials. This will be supported by a simple estimate of the GHG emissions associated with the construction phase of the Project, comparing this against UK emissions to	ES Appendix 4.1: Greenhouse Gas Assessment (document reference 6.4.A1) provides a simple estimate of the GHG emissions associated with the construction phase of the Project, comparing this against UK emissions to determine if the Project is likely to have a material impact on the ability of the Government to meet			X	

	determine if the Project is likely to have a material impact on the ability of the Government to meet its carbon reduction targets. The assessment will also look to identify potential opportunities to save carbon.'), request that National Grid clarify what is meant by 'simple estimate'? Does this provide sufficient rigour to evaluate and compare net carbon impacts of various options (e.g. includes carbon embedded in steelwork for the pylons and their production and disposal?). Please present lifecycle analysis calculations of CO2-e for The Project and alternative scenarios	its carbon reduction targets. This approach is in accordance with the Environmental Impact Assessment (EIA) Scoping Report (document reference 6.19) and Scoping Opinion (document reference 6.20).				
9-2.1366	In relation to Section 4.8.29 of the PEIR Vol 1 Main Text, April 2024 ('The standard means of installing underground cables comprises open cut techniques. Typically, for open cut construction, a permanent easement approximately 50 m wide and a construction corridor 120 m wide is required for a double circuit 400 kV route. The 120 m width includes the temporary haul road, soil storage, pre-construction drainage areas, communications cables and typically six cable trenches for 18 cables (three cables per phase) assumed to be to a typical minimum depth of 1.2 m and suitably spaced apart to allow for the required heat dissipation between cables and circuit phases.'), request that National Grid clarify the total construction footprints and soil disturbance for all 23 scenarios to enable an evidence-based comparison (e.g. underground cables = 1.2m depth, width 120m (with potential impacts given additional 50m each side (4.8.39)); Pylon impact = 2m depth)	At this stage of project development National Grid undertakes an indicative design proposal to inform assessment. As detailed design progresses, all considerations will be factored in and as such at this stage, site specifics designs are not available. A layout drawing of a typical HV cable direct buried cross section and construction easement is available on the Project website.			X	
9-2.1367	In relation to Section 6.5.6 and 6.5.7 of the PEIR Vol 1 Main Text, April 2024 ('The assessment draws on guidance set out by IEMA on how land and soil should be assessed in EIA (IEMA, 2022) and set out within the EIA Scoping Report. 6.5.7 The IEMA	Chapter 6: Agriculture and Soils of the Environmental Statement (ES) (document reference 6.6) assesses the Project's effects on all soil functions, alongside the effects on agricultural land (including best and most versatile (BMV) land), as outlined in Tables 2, 3 and 4 of			X	

	guidance seeks to move practice away from a narrow focus on quantifying and financially compensating effects on agricultural land and advocates a new and wider approach to assessing the soil functions, ecosystem services and natural capital provided by land and soils.'), request that National Grid clarify definitions, methods of assessment and ongoing monitoring of "soil functions, ecosystem services and natural capital" to be used to apply a "wider approach to assessing the soil functions, ecosystem services and natural capital provided by land and soils"	the IEMA guidance. The sensitivity of soil functions to the Project following mitigation is determined by changes in soil properties (physical, chemical and biological) resulting from proposed land use effects. Soil properties were assessed during detailed Agricultural Land Classification (ALC) surveys (including soil texture, pH, depth, structure, porosity and drainage). Key soil properties are linked to ecosystem services through soil functions (Figure 1 IEMA); these ecosystem services can contribute towards economic activity, social objectives, and human well-being, providing natural capital. The assessment of sensitivity and magnitude of effects involves a degree of professional judgement since effects on all soil functions may not necessarily sit in one discrete category.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Requests						
9-2.1368	In relation to Section 6.5.8 of the PEIR Vol 1 Main Text, April 2024 ('Published guidance relating to soils and land grade (as defined by the ALC system) is limited and therefore the approach is based on technical knowledge and previous experience. This takes account of highways guidance as set out in the DMRB LA109 which relates to soils and land grade and promotes assessment that is proportionate to the scale and nature of the Project and the likely effects on soils.'), request that National Grid provide detail of assessments of soil, beyond ALC in terms of soil mechanics in relation to suitability for foundations, feeder roads and over-winter site conditions for the full 183km of the proposed route, in addition to the current focus exclusively on major river crossings	Chapter 6: Agriculture and Soils (document reference 6.6) as part of the Environmental Statement (ES) only provides details on the impact of the Project on soil resources and agricultural land and provides guidance for protecting soil resources.			X	
9-2.1369	In relation to Section 6.5.11 of the PEIR Vol 1 Main Text, April 2024 ('For the preliminary assessment, it is assumed that all areas temporarily disturbed during construction would be reinstated and the existing land use resumed.'), request that National Grid do the following: 6.5.7 above suggested reinstatement must restore soil functions, ecostem services and natural capital provided by land and soil to its baseline condition - i.e. not merely to existing land use. And what time period is being considered?	Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2), details the approaches to soil reinstatement in line with good practice measures to ensure that soil function and linked ecosystem services can be restored to the baseline conditions and will be developed into a detailed Soil Resource Plan (SRP) by the Main Works Contractor(s) prior to construction commencing. A suitably qualified person (i.e., Project Soil Scientist) will detail the approaches to reinstating			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Clarify how reinstated functionality is to be monitored, measured and reported to the public. Given that a range of land uses and ecosystems and soil types will be temporarily disturbed, clarify how will the different recovery rates and varying levels of systems resilience be accounted for. What assurance can be given that disturbed areas will be fully restored. Provide quantitative evidence of NG's previous performance on other projects in relation to land use reinstatement and ecological restoration. Where 'net biodiversity gain' has been a stated aim, specifically provide evidence of the effectiveness of biodiversity net gain actions. Where biodiversity net gain has not been explicitly pursued, provide evidence of NG effectiveness of ecological protection and restoration initiatives	the soil profile within the detailed SRP and will check reinstated soil profiles (i.e., characteristics and condition) to ensure it's suitable for the proposed end use. The required period for after-care and monitoring of reinstated soil profiles will be set out in the detailed SRP and will be overseen by the Project Soil Scientist and Site Environmental Manager (aftercare period is likely to differ depending on the post-construction land use). The detailed SRP details how/which soil types should be stripped, stockpiled and re-used separately, given the range of land uses, soil functions and ecosystem services the disturbed soils provide. A monitoring period for reinstated habitats has been agreed with the local authority and specified within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). The Outline LEMP (document reference 7.4) sets out the requirement for monitoring of tree and hedgerow reinstated habitats. Monitoring visits will be undertaken during and following the completion of the habitat reinstatement works over a five-year period. With regard to Biodiversity Net Gain (BNG) the final version of the Landscape and Ecological Management Plan (LEMP) following detailed design, will include habitat management and monitoring measures required at the Environmental Areas to ensure delivery of specific habitat types and habitat condition relied upon within the BNG metric and outlined within the Biodiversity Net Gain Report (document reference 7.1). The Outline LEMP				

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		(document reference 7.4) will include adaptive measures to ensure deliverability. There is no obligation on National Grid to provide quantitative evidence of previous reinstatement performance on other projects or report this to the public. The Development Consent Order (DCO) process is project-specific. Each application is examined and determined on its own merits, including mitigation measures secured by that DCO. If a DCO includes requirements to reinstate land within a certain timeframe and to a certain specification (as this draft DCO does), this becomes enforceable by law for the current project only as a breach of a requirement is an offence under Section 161 of the Planning Act 2008. Enforcement proceedings are overseen by the relevant planning authority, with members of the public able to make a complaint if considered necessary and subsequently have that reviewed and responded to. Land must also be restored to the satisfaction of the landowner. This measure is also enforceable, giving the landowner recourse under the Compensation Code if required.				
9-2.1370	In relation to Section 6.5.14 of the PEIR Vol 1 Main Text, April 2024 ('The value / sensitivity of receptors will be informed by the ALC surveys undertaken which will classify agricultural land affected by the Project and provide details of the characteristics of the soils and the nature of the functions they provide.'), request that National Grid do the	Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES) assesses the Project's effects on all soil functions, alongside the effects on agricultural land (including best and most versatile (BMV) land), as outlined in Figures 2, 3 and 4 of the Institute for Environmental Management and Assessment (IEMA) guidance. The sensitivity of soil			X	

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	following: Clarify how will the assessment of soil and land 'functions' incorporate consideration of not only functions, but also ecosystem services and natural capital provided by land and soil. Section 6.5.8 has already acknowledged the limitations of the ALC surveys, notably these classifications are largely expert opinion from the 1960s providing an indication of the flexibility of the soil for agricultural production. Provide details of how you propose to use this generalised, qualitative and subjective classification to quantify the value/sensitivity of receptors? Provide details of how you will overcome the limitations of the ALC to provide details of the characteristics of soils and the functions they provide when neither soil characteristics and ecosystem function are detailed determinants of the classification	functions to the Project following mitigation is determined by changes in soil properties (physical, chemical and biological) resulting from proposed land use effects. Soil properties are assessed during detailed Agricultural Land Classification (ALC) surveys (including soil texture, pH, depth, structure, porosity and drainage). Key soil properties are linked to ecosystem services through soil functions (Figure 1 IEMA); these ecosystem services can contribute towards economic activity, social objectives, and human well-being, providing natural capital. Whilst ALC surveys do not directly incorporate soil function and ecosystem services as a determinant of classification, data on soil function is often established during analysis of soil profiles and the data collected, report in full in Appendix 6.1: Agricultural Land Classification Report (document reference 6.6.A1). The ALC survey is essentially a soil survey and follows well established guidelines set out by the Soil Survey of England and Wales to collect quantitative data on soil properties.				
9-2.1371	In relation to Section 6.5.15 of the PEIR Vol 1 Main Text, April 2024 (*'Professional judgement will also be used when allocating significance. This is of relevance where the assessment is based on a qualitative approach and the significance of effect is a matter of judgement rather than a quantified outcome. Explanatory text will be provided to explain*	Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES) assesses the baseline soil resources making reference to the detailed National Soil Map of England and Wales and refers to the Soil Associations present within the Order Limits, rather than the simplified Soilscapes descriptions. This data is the available soil mapping; detailed Agricultural			X	

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	how professional judgement, where used, has determined the significance value. Where the matrix indicates two or more levels of significance are possible, professional judgement will be applied to determine the level of significance.'), request that National Grid do the following: Justify the use of the simplified, course scale (1:250,000), generalised soil dataset, Soilscapes, where it fails to provide an accurate soil classification at the local scale. For example, Soilscapes Map 2 (Hapton and Tasburgh) describes soils as deep loams, seasonally wet deep loams, and seasonally wet deep sands, whilst they are documented in other sources (e.g the Soil Survey of England and Wales) as soils of the Ashley Association (principally Ashley Series clay loam on chalky boulder clay) and Beccles Association (principally Beccles Series seasonally wet sandy clay loam over chalky boulder clay). Noting that there are no seasonally wet deep sands in this vicinity, what justification is there for use of Soilscapes classification where there are localised, smaller scale discrepancies in soil description? Provide details of processes in place to identify localised discrepancies to Soilscapes mapping, and manage them appropriately. (For additional examples of inaccuracies in Soilscapes (e.g. Maps 3, 4, 5...) see additional assessment of Soils and	Land Classification (ALC) surveys undertaken across the project provide detailed understanding of the actual soil properties present, presented in full in Appendix 6.1: Agricultural Land Classification Report (document reference 6.6.A1). This approach is in accordance with the Environmental Impact Assessment (EIA) Scoping Report (National Grid, 2022; document reference 6.19) and Scoping Opinion (Planning Inspectorate, 2022; document reference 6.20).				

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	Argiculture chapter provided by Dr D Dent, PhD, MSc, BSc) Soilscape described largely in terms of soil texture and a subjective assessment of wetness, ommitting importance of soil chemistry and biological component. Provide details of how mitigation of changes in soil chemistry and biological composition will be assessed, negative impacts mitigated, and net environmental gains achieved. Justify the use of Soilscapes dataset given the following statement (taken from Farewell, T.S., Truckell, I.G., Keay, C.A. Hallett, S.H (2011) Use and applications of the Soilscapes datasets, Cranfield University. "*Soilscapes is not intended as a means for supporting detailed assessments, such as planning applications or site investigations. More detailed datasets are available for lease from NSRI*." Please provide a risk assessment for risk to local water bodies and habitats due to acid soils as evidenced by Dr Dent					
9-2.1372	In relation to Section 6.6.7 of the PEIR Vol 1 Main Text, April 2024 ('The Provisional ALC [Agricultural Land Classification] information available suggests that a large proportion of the study area may comprise BMV [Best and most versatile] land. BMV land comprises land in Grades 1, 2, and 3a.'), request that National Grid do the following: Provide estimates of agricultural land area and production	The United Kingdom Food Security Report (published December 11 2024) acknowledges that long term decline in natural capital (such as soils, water resources and biodiversity) poses a risk to sustainable food production. National Policy Statements (NPS EN-1 and EN-5) recognise the need to balance food security with the urgent need for electricity infrastructure. Development			X	

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	losses likely to occur as a result of The Project, and in particular estimate the loss of BMV [Best and |Most Versatile] land as a proportion of BMV land area (and estimated food production losses), compared to the rest of the UK. In light of recognition that proposed route of the pylons traverses the best, most profitable, and strategically vital farmland in the United Kingdom, clarify NG position regarding above agricultural land area and food production losses in respect to UK food security (notably as reported in the DEFRA Food Security Report due for publication December 2024). Provide details of proposed mitigation strategies to address food production losses	on Best Most Versatile (BMV) land is avoided where practicable with routing and siting decision made to minimise the loss of BMV land through alignment studies, alternatives assessment and stakeholder consultation. Much of the land required for the Project is for temporary use during construction with National Grid required to reinstate land used temporarily to a condition suitable for its former use, be it food production or another use. Where the EIA reports a likely significant effect on the environment, such as the permanent loss of BMV agricultural land that becomes a material consideration in decision making so the decision maker can weigh those effects against other factors in the overall planning balance. Appendix 6.1: Agricultural Land Classification Report (document reference 6.6.A1) provides detailed Agricultural Land Classification (ALC) survey results which support estimates of temporary (i.e. for construction) and permanent agricultural land area losses (including BMV land), likely to occur as a result of the Project. Considering that pylon footings cover a relatively small area of land proportional to field sizes, the permanent land take percentage is anticipated to be minimal in comparison to the total proportion of agricultural land (including BMV land) across the rest of the UK.				

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		Whilst land grades relate to the potential productivity of land, not all high-grade land may be being used to its full potential for a range of reasons, including landowner choices, budgets etc. It is therefore very difficult to link field-specific impacts from the project to national food security. A Government Food Strategy Paper was published in June 2022. This highlights a need to maintain current levels of production through intensification, land sharing and land sparing (e.g. to make space for nature). It also commits to a Land Management Framework to be published in 2023 (not available yet). It does not talk about protecting land from development, and part of the strategy is about growth, ensuring that businesses can operate efficiently and effectively.				
9-2.1373	In relation to Section 6.6.8 of the PEIR Vol 1 Main Text, April 2024 ('Climate is unlikely to pose an overall limitation on ALC grade in relation to the criteria set out in the ALC Guidelines (MAFF, 1988). Climate does, however, have an important influence on the interactive limitations of soil wetness and soil droughtness, which is the balance between rainfall and water losses from the soil. The study area has both relatively low rainfall and a long growing season, acting to decrease the severity of any potential soil wetness limitation, but increasing the severity of any potential soil droughtness limitation.'), request that National Grid clarify indicators of the	The statement referred to in Section 6.6.8 of the Preliminary Environmental Information Report (PEIR) Vol 1 Main Text, relates to how climate currently is taken into account in relation to land grade assessments under the Agricultural Land Classification (ALC) system and does not relate to a specific assessment of impacts of climate change. The future baseline section in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES) addresses this and draws upon published information relating to how climate change may influence the key factors determining land grade.			X	

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	wider "soil functions, ecosystem services and natural capital" (6.5.7) considered in respect to climate change impacts					
9-2.1374	In relation to Section of the PEIR Vol 1 Main Text, April 2024 ('There are areas of land within the study area under Countryside Stewardship Agreements (Middle and Higher Tier36), and areas of land to the south of Great Tey (Section D) and Edney Common (Section F) designated as being under both entry level plus higher-level stewardship, as well as organic entry level plus higher-level stewardship agreements. This is shown on Figure 6.4: Agri-environmental and Forestry Schemes in Volume II. Multiple small areas of land across the whole study area are also noted as being under Woodland Grant schemes37, as presented in Figure 6.5: Woodland Grant Schemes in Volume II.'), request that National Grid , where there is a spatial coincidence of dOL with Agri-environment scheme land, clarify the following: What are likely biodiversity impacts, given that AES land generally has higher biodiversity than surrounding agricultural land. Secondly, will AES agreement continue or be nullified where they coincide with dOL? Please provide analysis of farms in the new Sustainable Farming Incentive (SFI) schemes and Environmental Land Managment Schemes (ELMS) in order to demonstrate biodiversity impacts. Please provide analysis of	The baseline value of the land for biodiversity has been assessed at the point of survey. Where land parcels are in Countryside Stewardship schemes or other similar schemes this has been considered as part of the future baseline assessment within the Environmental Impact Assessment (EIA). The draft Local Nature Recovery Strategies for Norfolk, Suffolk and Essex have been considered as part of the EIA and taken into consideration with respect of offsite Biodiversity Net Gain (BNG) locations.			X	

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	proposed Local Nature Recovery Strategy Schemes along the route for the same reason and to comply with National Policy Statements which require LNRS's to be taken into account					
9-2.1375	In relation to Section 6.6.16 of the PEIR Vol 1 Main Text, April 2024 ('It is considered that the baseline in relation to soils and ALC grades would not change from that described in the baseline within the timeframe for the construction of the Project. While there may be potential changes in relation to climate change, including greater rainfall intensity and frequency of droughts, that could affect soil conditions, land grade, and farming practices, it is likely that these would only be visible over longer time frames.'), request that National Grid provide estimates of increased soil compaction, oxidation of organic matter (and consequent CO2-e emissions), loss of biological component of soils, and wider "*soil functions, ecosystem services and natural capital" impacts - at an average operational field size of land owners along the 183 km route, on ALC grades. Justify the statement* "ALC grades would not change from that described in the baseline" in light of these evidence-based estimates	The statement highlighted is in relation to the land grade and potential future changes in climate. Soil compaction (i.e. soil structure) is unlikely to be affected by climate change and given the ranges of climate change scenarios and the ranges of soil organic matter present, it would not be possible to provide a realistic estimate of the changes in soil properties as a result of climate change. The effects of soil disturbance as a result of the Project on soil resources (including peat soils), agricultural land (including best and most versatile (BMV) land) and agricultural landholdings are assessed in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES) and includes the assessment of potential residual effects on soil resources (including soil function, ecosystem services and natural capital). This approach is in accordance with the Environmental Impact Assessment (EIA) Scoping Report (National Grid, 2022; document reference 6.19) and Scoping Opinion (Planning Inspectorate, 2022; document reference 6.20). The development and implementation of a Soil Resource Plan (SRP) (Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (CoCP) (document			X	

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		reference 7.2)) is designed to ensure there is no residual negative impact on soil projects as a result of the project.				
9-2.1376	In relation to Section 6.6.17 of the PEIR Vol 1 Main Text, April 2024 ('There could potentially be changes to land management practices and business approaches across the landowners/ land mangers over the construction and operation (and maintenance) of the Project.'), request that National Grid Provide estimate of financial impact of changes to land management practices and business approaches, and clarify mitigate actions to be taken to avoid or reduce negative changes	National Grid notes the respondent's feedback. We acknowledge that there may be temporary and permanent impacts to land management practices, we will continue to work with landowners to establish what these impacts are and whether any mitigation can be implemented and whether any compensation is appropriate. If landowners have any concerns about changes to land management practices they should contact the Project lands team.			X	
9-2.1377	In relation to Section 6.7.5 of the PEIR Vol 1 Main Text, April 2024 ('GG06: A record of condition will be carried out (photographic and descriptive) of the working areas that may be affected by the construction activities. This record will be available for comparison following reinstatement after the works have been completed to ensure that the standard of reinstatement at least meets that recorded in the pre-condition survey'), request that National Grid do the following: Clarify what survey methods will be employed to determine soil pre-condition and reinstatement condition, detailing in particular the limitations of photographic and descriptive records to adequately measure a number of important aspects of soil condition (e.g. soil pH,	The detailed Agricultural Land Classification (ALC) surveys, reported in full in Appendix 6.1: Agricultural Land Classification Report (document reference 6.6.A1) establish the soil resources present within 1.2 m depth or bedrock, whichever is shallower, across the route, and will inform the Outline Soil Resource Plan (SRP) (Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2)). This depth is set out in the published guidance as the likely maximum rooting depth of key crops. Deeper geological materials are assessed as part of the geology assessment and any associated ground investigation.			X	

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	soil biota, chemical contamination, compaction). Where more detailed chemical, physical and biological assessments of soil health will not be undertaken, clarify how the broader "soil functions, ecosystem services and natural capital" (6.5.7) will be determined. Clarify the depth of soil assessment to be undertaken (given a depth of up to 2m of soil will be disturbed in the vicinity of sub-stations and margins)	The soil / ALC survey collects descriptive information on the soil profile in line with published guidance to provide an adequate assessment of the nature of the soils, their health and thus their ability to provide soil functions. Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2) outlines appropriate soil stripping, stockpiling and reinstatement methods based on pre-construction soil conditions, ensuring that soils are reinstated to their former or required land use. A suitably qualified person will detail the approach to reinstating the soil profile and will check the soil profile created (i.e., characteristics and condition) to ensure its suitable for the proposed end use, in addition to photographic records of condition. This will be further assessed during the aftercare period.				
9-2.1378	In relation to Section 6.7.5 of the PEIR Vol 1 Main Text, April 2024 ('GG07: Land used temporarily will be reinstated where practicable to its preconstruction condition and use (or a condition discussed with the landowner). Hedgerows, fences, and walls (including associated earthworks and boundary features) will be reinstated to a similar style and quality to those that were removed, in discussion with the with landowner and to the satisfaction of National Grid '), request that National Grid clarify how diversity of hedgerow species, age composition, biotic associations and ecological complexity will need	The replacement hedgerow species mixes proposed have been agreed with the local authorities and are detailed within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). The Outline LEMP (document reference 7.4) also includes the required management and monitoring of the replanted hedgerows over a 5-year period.			X	

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	assessing in the pre-condition survey and again at reinstatement					
9-2.1379	In relation to Section 6.7.5 of the PEIR Vol 1 Main Text, April 2024 ('GG34: Where necessary, stone pads will be installed in areas where heavy equipment, such as cranes and piling rigs, are to be used. The stone pads will provide stable working areas and will reduce disturbance to the ground by spreading loads and reducing soil compaction. '), request that National Grid do the following: Clarify how compaction and disturbance to soils will be mitigated where transportation of the heavy equipment crosses agricultural land. What mitigation will be undertaken to remove pads and restore impacted soils below and around pads	Appendix C: Outline Soil Resource Plan (SRP) of the Outline Code of Construction Practice (CoCP) (document reference 7.2) outlines soil handling good practice guidance. This document will be further evolved into a detailed SRP, taking into account detailed construction approaches. Temporary haul roads will be installed to provide access for construction vehicles to the working areas and where heavy equipment is to be used in working areas stone pads will be installed. These approaches involve topsoil stripping and storage for re-use, ensuring that topsoil resources are protected from construction activities and there is reduced pressure on subsoils, i.e., where topsoil is stripped, a stable base is created and the pressure exerted by construction activities is distributed more evenly across the subsoil, preventing deep compaction. The removal of stone pads and reinstatement of topsoil materials will be in line with good practice measures, specifically the Department for Environment, Food and Rural Affairs (DEFRA) Code, to include measures such as deep ripping and subsoiling.			X	
9-2.1380	In relation to Section 6.7.9 of the PEIR Vol 1 Main Text, April 2024 ('The Waveney Valley Alternative is likely to require the need for greater mitigation as the underground cabling would likely affect fen peat soils. Mitigation would need to be discussed and	Detailed Agricultural Land Classification (ALC) surveys were undertaken at an increased density on a 50 m grid within the Waveney Valley to understand the detail of soil characteristics, including peat and acid sulphate soils. The surveys confirmed the presence of organic-			X	

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	agreed with Natural England once soil characteristics are understood following the completion of surveys, if this option was taken forwards.'), request that National Grid do the following: Provide quantification of likely oxidation of organic matter and consequent CO2-e release given proposed disturbance of peat soils. Detail what mitigation options will be applied to restore these soils and CO2-e release given their formation over millennia. Provide clarification of Map 5 (includes the Waveney Valley Alternative scheme), and in particular the omission of details regarding the peat and adjacent unripe alluvium being acid sulphate soils. Given the planned disturbance of these soils is likely to oxidise to sulphuric acid and iron hydroxide, resulting in a high potential for the soil and drainage waters to become severely acidic and deoxygenated, causing mass mortality in aquatic life, provide details of proposed mitigation actions. Provide detailed analysis of site suitability and corrosion risk to pylons given presence of acid sulphate soils, detailing impact and life expectancy of concrete and other infrastructure due to heightened corrosion risk	mineral soils (i.e. not fen peat) in the Waveney Valley, with no evidence that the soils are potentially acid generating. The nature of the soils evident from the surveys undertaken shows the organic matter present is very well decomposed, indicating that the soils are likely to be more aerated than would be found in peat and acid generating soils (potentially as a result of historic agricultural drainage). The results from all the surveys are detailed in full in Appendix 6.1: Agricultural Land Classification Report (document reference 6.6.A1) and measures set out to ensure minimisation of effects on soil organic carbon (such as through covering/wetting stockpiled materials and minimising the amount of time the materials are out of the ground) are detailed in Appendix C: Outline Soil Resource Plan (SRP) of the Outline Code of Construction Practice (CoCP) (document reference 7.2).				
9-2.1381	In relation to Section 6.8.5 of the PEIR Vol 1 Main Text, April 2024 ('There would also be disturbance to soils, either from access for overhead line installation	The effects of soil disturbance as a result of the Project on soil resources, agricultural land (including best and most versatile (BMV) land) and agricultural landholdings			X	

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	/ removal, or due to the soil stripping required for underground cable installation, pylon footings, CSE compounds, substations and areas required temporarily (such as construction compounds, haul roads). There would also be the potential for effects on the ecosystem services the soils provide. Effective measures are set out within the Outline CoCP (submitted as part of the DCO application) (Appendix 4.1: Draft Outline CoCP is provided in Volume III) for soil handling, storage and reinstatement which would reduce effects on soils.'), request that National Grid , noting the statement "reduce the effect on soils", provide quantification of the amount of impact that will remain un-mitigated and consequent residual impacts on the wider "soil functions, ecosystem services and natural capital" (6.5.7)	are assessed in detail in Chapter 6: Agriculture and Soils (document reference 6.6) and includes the assessment of potential residual effects on soil resources (including soil function, ecosystem services and natural capital).				
9-2.1382	In relation to Section 6.8.6 of the PEIR Vol 1 Main Text, April 2024 ('From the data available, it is calculated that 3,882 ha would be temporarily removed from agricultural production during construction, accounting for 97.60% of the total area within the draft Order Limits. Of this, 3,858 ha are provisionally mapped as Grades 1, 2 and 3 (therefore assumed to comprise BMV land) and as such the temporary removal is considered to have a temporary negative effect which would be significant. Construction phasing is likely to affect the amount of	Agricultural land will be temporarily removed from agricultural production during construction; for example, due to the construction of temporary haul roads, working areas and construction compounds. Land required temporarily for construction will be returned to its former use / condition or a use / condition as discussed with the landowner, where practicable. Chapter 4: Project Description (document reference 6.4) of the Environmental Statement (ES) details the construction programme and construction phasing which will			X	

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	time land is removed from agricultural production, further detail will be presented in the ES.'), request that National Grid provide estimates of duration in respect to the term 'temporary negative effect' for all impacts	determine the 'temporary' timeframes of agricultural land take.				
9-2.1383	In relation to Section 6.8.1 note report numbering is incorrect of the PEIR Vol 1 Main Text, April 2024 ('The stripping and stockpiling of soil resources would have a temporary effect on the soil ecosystem services provided. This would include effects to floodplain and fen peat soils, potentially effecting soil hydrology and soil carbon storage.'), request that National Grid clarify how carbon stored in disturbed fen peat soils will result in only a 'temporary effect', especially given soil organic matter generation operates at the decadal scale	Detailed Agricultural Land Classification (ALC) surveys were undertaken at an increased density on a 50m grid within the Waveney Valley to understand the detail of soil characteristics, including the identification of fen peat soils. The surveys confirmed the presence of organic-mineral soils, but no fen peat soils were identified. The results from the surveys are detailed in full in Appendix 6.1: Agricultural Land Classification Report (document reference 6.6.A1).			X	
9-2.1384	In relation to Section 8.2.3 of the PEIR Vol 1 Main Text, April 2024 ('Paragraph 4.6.7 advising that applicants 'are encouraged to use the latest version of the biodiversity metric to calculate their biodiversity baseline and present planned biodiversity net gain outcomes. This calculation data should be presented in full as part of their application'.) request that National Grid clarify whether its NG's intention to provide a full assessment of biodiversity impacts and their NBG	National Grid has calculated the biodiversity impact in terms of Biodiversity Net Gain (BNG) using the statutory BNG metric. Although this is designed for Town and Country Planning applications (TCPAs) and not Nationally Significant Infrastructure Projects (NSIPs), in the absence of a suitable alternative the statutory BNG metric is considered the most appropriate tool. Natural England have agreed in principle to the use of the TCPA statutory BNG metric with some amendments to reflect the requirements of a large linear project.			X	

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	plan in the form of the biodiversity metric (V4) calculation					
9-2.1385	In relation to Section 8.2.4 of the PEIR Vol 1 Main Text, April 2024 ('Paragraph 4.6.8 states that where possible, biodiversity metric calculation data 'should be shared, alongside a completed biodiversity metric calculation, with the Local Authority and Natural England for discussion at the pre-application stage'.'), request that National Grid confirm whether, in the interests of due diligence, will these discussions and their outcomes and conclusion be made available for public review and consultation	The statutory metric has been shared with relevant statutory stakeholders. A summary of the metric will be included within the Biodiversity Net Gain Report (document reference 7.1) which will be available for public review.			X	
9-2.1386	In relation to Section 8.2.5 of the PEIR Vol 1 Main Text, April 2024 ('Paragraph 4.6.11 states that 'we encourage details of any off-site delivery of biodiversity net gain to be set out within the application for development consent'. '), request that National Grid confirm whether the planning consent for proposed offsets be finalised prior to setting out the NBG plan in the application, or is this to take place after the application has been lodged with the risk that some proposed offset sites may not come to fruition, therefore requiring adjustment to the BNG plan	The Biodiversity Net Gain Report (document reference 7.1) sets out our approach to both onsite and offsite Biodiversity Net Gain (BNG). The specific location of offsite BNG provision will be agreed post consent once agreements can be formally made with third parties. National Grid is committing to delivering 10% BNG, and this commitment is reflected as a requirement of the Development Consent Order (DCO).			X	
9-2.1387	In relation to Section 8.2.6 of the PEIR Vol 1 Main Text, April 2024 (' Local Nature Recovery Strategy'), request that National Grid confirm whether the	The draft Local Nature Recovery Strategies (LNRS's) for Norfolk, Suffolk and Essex have been taken into			X	

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	intention is to publish this to show mitigation in wider environmental context. Councils across the region are in the process of preparing their LNRS' and it is a requirement of the National Policy Statements that they are taken into account	consideration within the Environmental Impact Assessment (EIA).				
9-2.1388	In relation to Section 8.2.10 of the PEIR Vol 1 Main Text, April 2024 ('The Project will discuss off-site BNG delivery with relevant stakeholders during project design and share BNG calculations with relevant stakeholders prior to the application.'), request that National Grid confirm whether this document (completed metric and associated report describing BNG plan) will be made available to the public (e.g., what constitutes 'relevant stakeholders'?)	The Biodiversity Net Gain Report (BNG) (document reference 7.1) is a Development Consent Order (DCO) document and will therefore be available for public review. National Grid would seek to identify offsite BNG locations with additional environmental and societal benefits which would be delivered through expert partners. Off-site locations will be chosen based on National Grid's carefully considered selection criteria. The selection criteria will take into account (amongst other criteria), the habitat type and condition required, the location in proximity to the Order Limits, the delivery partner's credibility and proven experience in delivery, cost per unit, timeframes and will also consider sites that provide added value in the form of additional societal and environmental benefits as detailed in the Biodiversity Net Gain Report (document reference 7.1).			X	
9-2.1389	In relation to Section 8.2.12 of the PEIR Vol 1 Main Text, April 2024 ('SSSIs'), request that National Grid, with the now refined route in this report, provide calculations of the number of SSSIs that will be	The Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) outlines any potential indirect or direct impacts to Sites of Special Scientific Interest (SSSI's). Any necessary construction			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	impacted, and what actions are proposed to safeguard these, given that they tend to have a high degree of irreplaceability and biodiversity values that cannot be replaced or readily recreated (e.g. early analysis by the respondent on a previous iteration of the proposed route, indicated that there are 4 SSSIs along the route itself and 16 within 1.5 km (analysis using Defra MagicMap))	mitigation to protect the identified SSSI's and/or any bespoke mitigation requirements have been included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-2.1390	In relation to Section 8.2.14 of the PEIR Vol 1 Main Text, April 2024 (' 'applicants should consider wider ecosystem services and benefits of natural capital when designing enhancement measures.'), request that National Grid answer the following: Which specific ecosystem services are to be considered and assessed? Which of the following best reflects NG's approach to NC and ES: i) Treating ES as a homogenous catch all term for describing nature's benefits; ii) Disaggregating ES into specific services (e.g. flood control), the NC that provides this (e.g. perennial vegetation cover, good soil structure) and the threats that impair these ES (e.g. vegetation clearing, soil compaction), but not valued in monetary terms; iii) as per ii, but valued economically in terms of service delivery. How will ES and natural capital be incorporated into impact deliberations? What are the ES implications of different alternatives	National Grid supports the delivery of Environmental Net Gain (ENG). National Grid has committed to the delivery of 10% Biodiversity Net Gain (BNG), which forms part of ENG, with environmental and societal benefits. While the mitigation hierarchy is being adhered to, with onsite mitigation incorporated into the Project Order Limits where practicable, any required offsite BNG will be part of a careful site selection process. The site selection process will include consideration of other additional benefits alongside the required BNG biodiversity units. The added environmental and societal value will be reported through the final iteration of the BNG report post consent. The Environmental Impact Assessment (EIA) will assess all environmental topics separately within dedicated chapters of the Environmental Statement (ES) and this will feed into the BNG report. The EIA assesses the preferred option and Chapter 3: Alternatives (document reference 6.3) discusses alternative options. The Strategic Options Backcheck			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	to proposed, such as offshore solutions or HVDC undergrounding? Have the ES implications been assessed for these options?	and Review (SOBR, 2024 (available on the Project website) and 2025 (document reference 7.17)) identified and evaluated the options for reinforcement of the network in the East Anglia region and Corridor Preliminary Routing and Substation Siting Study (CPRSS) (April 2022) details the options and preferred route.				
9-2.1391	In relation to Section 8.2.15 of the PEIR Vol 1 Main Text, April 2024 ('HRA/AA'), request that National Grid clarify full spelling (explain acronyms) and implications	The acronyms HRA and AA have been explained within the Environmental Impact Assessment (EIA) as detailed below. Habitats Regulations Assessment (HRA) - How a competent authority must decide if a plan or project proposal that affects a European site can go ahead. Appropriate Assessment (AA) - Stage 2 of the HRA. An appropriate assessment must be carried out if there is a risk of a likely significant effect on a European site or there is not enough evidence to rule out a risk.			X	
9-2.1392	In relation to Section 8.2.18 of the PEIR Vol 1 Main Text, April 2024 ('development should, in line with the mitigation hierarchy, aim to avoid significant harm to biodiversity and geological conservation interest, including through consideration of reasonable alternatives'), request that National Grid confirm where in report are details (including environmental assessments) of 'reasonable alternatives'	A robust change control process, which takes into account the mitigation hierarchy, has been undertaken which considers reasonable alternatives where there is the potential for an impact on biodiversity and geo-conservation receptors. The alternatives assessment is presented within Chapter 3: Alternatives (document reference 6.3).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1393	In relation to Section 8.2.18 of the PEIR Vol 1 Main Text, April 2024 ('Where significant harm cannot be avoided, impacts should be mitigated and as a last resort, appropriate compensation measures should be sought'. '), request that National Grid confirm how many or what proportion (e.g. as a percentage of actions, spatial area, NBG contribution) of the biodiversity mitigation measures that are intended to lead to NBG are likely to be in the 'appropriate compensation measures' category	The Biodiversity Net Gain Report (document reference 7.1) clearly sets out both the onsite measures and offsite requirement to achieve 10% Biodiversity Net Gain (BNG) in biodiversity units and percentages.			X	
9-2.1394	In relation to Section 8.2.19 of the PEIR Vol 1 Main Text, April 2024 ('Paragraph 5.4.44 states that 'any habitat creation or enhancement delivered including linkages with existing habitats for compensation or biodiversity net gain should generally be maintained for a minimum period of 30 years, or for the lifetime of the project, if longer'. The applicant has committed to maintain any compensatory measures and/or habitat creation/enhancement delivered as part of BNG for a minimum period of 30 years.'), request that National Grid confirm what does this maintenance commitment consist of (e.g. Exotic plant control; Monitoring; Periodic planting; Ongoing habitat creation)	Specific detail on the management and maintenance actions for the Environmental Areas will be clearly set out within the final version of the Landscape and Ecological Management Plan (LEMP) (document reference 7.4) following detailed design. This will include all measures necessary to ensure the habitat type and habitat condition identified within the final Biodiversity Net Gain Report (document reference 7.1) are achieved within the defined time frame.			X	
9-2.1395	In relation to Section 8.2.20 of the PEIR Vol 1 Main Text, April 2024 ('Paragraph 5.4.53 states that 'the Secretary of State should not grant development	Where at all possible ancient woodland and veteran trees have been avoided/effects minimised through careful routeing and siting of the route. However, where			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	consent for any development that would result in the loss or deterioration of any irreplaceable habitats, including ancient woodland, and ancient and veteran trees unless there are wholly exceptional reasons and a suitable compensation strategy exists'.'), request that National Grid confirm whether all of these are likely to be affected (regarding what has been included and excluded in 'woodland and tree' accounting), and how this will be addressed	impacts on ancient woodland and veteran trees is unavoidable, details of the potential impact and necessary mitigation/compensation have been included within the Ancient Woodland and Veteran Tree Strategy (Appendix B of the Landscape and Ecological Management Plan (document reference 7.4)).				
9-2.1396	In relation to Section 8.2.21 of the PEIR Vol 1 Main Text, April 2024 ('Paragraph 5.4.55 states that 'the Secretary of State should refuse consent where harm to a protected species and relevant habitat would result, unless there is an overriding public interest and the other relevant legal tests are met''), concern that National Grid surveys found numerous species that fit this description. With this, suggest that the two short reports provided by the respondent that utilise secondary data (e.g. eBird, BTO survey reports) along the proposed route that highlight a great many Amber and Red listed bird species in the vicinity are considered. This, coupled with large number of patches of priority habitat patches, needs to be addressed as per the SoS statement. Request that National Grid confirm how the habitat of these species and the impacts on the species themselves will be addressed in the BNG planning and implementation	The Project has followed the mitigation hierarchy whereby the route has sought to avoid direct impacts to habitats that support or have the potential to support protected species. Where complete avoidance is not possible the impact has been reduced as far as practicable. Where this would affect a protected species additional mitigation has been provided to ensure the favourable conservation status of protected species is maintained. Once the Project has been completed any habitat that is temporarily removed will be reinstated to habitat of equal or better quality. While Biodiversity Net Gain (BNG) fundamentally focuses on habitats, consideration of how (BNG) can also benefit protected species impacted by the project has been incorporated into the offsite site selection process.			X	

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9-2.1397	In relation to Section 8.2.22 of the PEIR Vol 1 Main Text, April 2024 ('The Project will consider opportunities to enhance ecosystem services and natural capital within the design which follows the mitigation hierarchy to avoid and minimise effects to biodiversity receptors.'), request that National Grid confirm approximately what percentage of mitigation actions (or area of land as a surrogate) will fall into the Avoid and Minimise categories, and how many into the less ecologically reliable Restore and Offset categories and provide evidence of how alternatives differ in their ability to Avoid or Minimise impacts	The project has followed the mitigation hierarchy throughout the design process, avoiding and minimising impacts on designated sites, valuable habitats and protected species where at all possible. It is not possible to quantify this process, however a qualitative description of how National Grid has looked to avoid and minimise impacts through the design process is presented in the 2023 and 2024 Design Development Reports (available on the Project website) and 2025 DDR (document reference 5.15).			X	
9-2.1398	In relation to Section 8.2.22 of the PEIR Vol 1 Main Text, April 2024 ('*The Project will consider opportunities to enhance ecosystem services and natural capital within the design which follows the mitigation hierarchy to avoid and minimise effects to biodiversity receptors*.'), request that National Grid confirm which specific ecosystem services are to be considered and assessed, does BNG planning incorporate the utilitarian aspects of biodiversity, and how will this be measured (e.g. individual services, valuations of services, spatially explicit NC and ES or 'averaged' across the entire route)	National Grid has committed to the delivery of 10% Biodiversity Net Gain (BNG) for the project with wider environmental and societal benefits. The locations of any required offsite BNG will be subject to a careful site selection process which will include identifying sites that offer additional ecosystem services alongside the required BNG habitat units. The current approach to BNG is outlined within the Biodiversity Net Gain Report (document reference 7.1). The offsite BNG solution is ongoing and will be recorded within an updated BNG report submitted to the LPA for information ahead of the operational phase.			X	
9-2.1399	In relation to Section 8.2.23 of the PEIR Vol 1 Main Text, April 2024 ('Section 2.9 (Applicant assessment), paragraph 2.9.3 states that 'electricity	Natural England has been consulted with regard to the list of bird species that are vulnerable to bird strike and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	networks infrastructure pose a particular risk to birdlife including large birds, such as swans and geese, and perching birds' and Paragraph 2.9.4 advises that 'applicants should consider measures to make lines more visible such as bird flappers and diverters'.'), request that the comprehensive list of species that are vulnerable (e.g. derived from BTO reports) to pylon and wire strike has been produced by the respondent is considered. This list should be cross-referenced with National Grid's bird survey findings as part of National Grid's impact assessments / Confirmation whether this list of species been consulted during this report	collision risk and have agreed to the assessment approach.				
9-2.1400	In relation to Section 8.2.23 of the PEIR Vol 1 Main Text, April 2024 ('Section 2.9 (Applicant assessment), paragraph 2.9.3 states that 'electricity networks infrastructure pose a particular risk to birdlife including large birds, such as swans and geese, and perching birds' and Paragraph 2.9.4 advises that 'applicants should consider measures to make lines more visible such as bird flappers and diverters'.'), request that National Grid undertake / facilitate a systematic review of most effective mitigation options in relation to powerlines, in order to better understand the likely effectiveness of such measures / Query whether such a study been undertaken, and if not, when will it be conducted and then utilised	Detailed bird survey work has been undertaken to understand the current movement and flight heights of wintering bird species. Results of the wintering bird surveys are included in Appendix 8.8: Wintering Bird Report (document reference 6.8.A8) of the Environmental Statement (ES). Based on this survey information, Natural England has agreed the approach to impact assessment for bird collision risk and the subsequent thresholds for the requirement of bird diverters. The use of bird diverters is a standard mitigation measure used throughout the world to reduce bird mortality.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1401	In relation to Section 8.2.25 of the PEIR Vol 1 Main Text, April 2024 ('Paragraphs 2.10.2 to 2.10.4 state that 'careful siting of a line away from, or parallel to, but not across, known flight paths can reduce the numbers of birds colliding with overhead lines considerably'.'), request that National Grid confirm whether bird flight paths (local movement, migratory movements) are known or going to be determined relative to the intended route and orientation	Detailed bird survey work has been undertaken to understand the current movement and flight heights of wintering bird species. Results of these surveys are presented within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and the wintering bird appendix (document reference 6.8.A8).			X	
9-2.1402	In relation to Section 8.2.28 of the PEIR Vol 1 Main Text, April 2024 ('Potential collision risk will be assessed at areas as agreed with Natural England, (such as rivers and green corridors) through bird survey work and mitigation measures designed and installed as appropriate. '), request that National Grid confirm whether, given that a large proportion of bird mortality may occur in crossing the pylon pathway, is intention that bird surveys will include direction, orientation, frequency, height, etc. of travel	Detailed bird survey work has been undertaken to understand the current movement and flight heights of wintering bird species. Results of these surveys are presented within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and the wintering bird appendix (document reference 6.8.A8).			X	
9-2.1403	In relation to Section Table 8.2 of the PEIR Vol 1 Main Text, April 2024 ('Habitats of importance'), request that National Grid provide reference for "200 m from draft Order Limits". Many of the species that utilise HoPI are likely to be affected beyond the 200 m distance (e.g. bird species and powerline strike risk)	The "200 m from draft Order Limits" relates to a desk-based search for priority habitats, this is a standard approach based on the stationary nature of habitats and the likely distance of any indirect impacts. Protected species records have been obtained for a wider study area of 2 km and a zone of influence for each species has been assessed separately based on their unique behaviours.			X	

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9-2.1404	In relation to Section 8.5.5 of the PEIR Vol 1 Main Text, April 2024 ('Google Earth (Google Earth, 2023) – Freely available aerial photography reviewed to inform the baseline for habitats and species'), request that National Grid confirm how they detected species using Google Earth and to what resolution	Google Earth was used as part of a wider package, to provide initial information on habitats and wildlife corridors that could be used by protected species and to identify any barriers to movement of these species. This information was then used to inform additional survey requirements where on the ground data was gathered for habitats and protected species			X	
9-2.1405	In relation to Section Multiple of the PEIR Vol 1 Main Text, April 2024 ('Multiple issues related to other options for energy transfer and infrastructure (frequent reference to 26 other options, but little to no detail).'), request that National Grid answer the following: Have the environmental implications and impacts of the proposed route been compared to other feasible options that have been proposed in various reports (e.g. 'The Hiorns Report'), meetings, discourse - e.g. offshore solution (a second subsea link) or HVDC undergrounding? How can the proposed approach proceed without a comprehensive assessment of the environmental/ecological/biodiversity/ecosystem service impacts of the other feasible options?	At each stage of the Project a consistent level of information has been used to support decision making on the selection of the preferred option. There is no requirement for all design variants or alternatives to be studied to the level of detail captured within the Preliminary Environmental Information Report (PEIR) or Environmental Statement (ES) supported by a similar degree of detail from associated surveys. National Grid does not consider it proportionate to complete such an extent of surveys, nor reasonable to impose such surveys on landowners when there can be shown, based on available data, to be no realistic prospect of an option progressing.			X	
9-2.1406	In relation to Section Table 8.3 of the PEIR Vol 1 Main Text, April 2024 ('Habitats within 50 m of the draft Order Limits were digitally mapped'), request that National Grid confirm what is the source for a 50 m recommendation, as impacts of site preparation,	The habitat survey approach ensured all habitats present within the Order Limits were accurately mapped. National Grid agreed the habitat survey approach with relevant statutory stakeholders and is in line with all			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	construction, operation likely to extend far beyond 50m, and whether an assessment has been undertaken that looks at the distance influence/decay of threats to given receptors (e.g. different habitat types, particular species, breeding skylark, barn owl, numerous migratory species, nocturnal movement species)	Chartered Institute of Ecology and Environmental Management (CIEEM) guidelines. A zone of influence for each protected species receptor was identified based on their unique behaviours.				
9-2.1407	In relation to Section Table 8.3 of the PEIR Vol 1 Main Text, April 2024 ('Identify habitats that may qualify as Habitats of Principal Importance'), request that National Grid confirm whether this builds on the remote data contained in MagicMap	Whether or not a habitat qualifies as a Habitat of Principal Importance (HPI) has been based on data collected in the field which is supported by the desk study that includes the Multi-Agency Geographic Information for the Countryside (MAGIC) data. However, the MAGIC data set is based on data that is either out of date or based on a review of aerial photographs and old maps and so is only an indication of potential rather than a true reflection of what may now be on the ground. The detailed survey information is considered more accurate and reflective of current conditions, results of which are presented in Appendix 8.1: Habitat Report (document reference 6.8.A1).			X	
9-2.1408	In relation to Section Table 8.3 of the PEIR Vol 1 Main Text, April 2024 ('Breeding bird surveys'), request that National Grid confirm how the six sites were determined	The locations of the breeding bird surveys were based on a combination of desk-based results, habitat information and extent of likely impact. The approach to surveys and ultimately the specific survey locations were agreed with the relevant statutory stakeholders.			X	
9-2.1409	In relation to Section 8.2.31 of the PEIR Vol 1 Main Text, April 2024 ('Guidance docs'), concern that	National Grid supports the delivery of Environmental Net Gain (ENG). National Grid has committed to the delivery			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	nothing specifically on natural capital or ecosystem services has been included given the nat cap and ES impacts (qualitative, quantitative, fiscal contribution) that are likely to ensue if the Project went ahead. With this, request that National Grid confirm where and when will this be addressed	of 10% Biodiversity Net Gain (BNG), which forms part of ENG, with environmental and societal benefits. While the mitigation hierarchy is being adhered to, with onsite mitigation incorporated into the Project Order Limits where practicable, any required offsite BNG will be part of a careful site selection process. The site selection process will include consideration of other additional ENG benefits alongside the required BNG biodiversity units. The added environmental and societal value will be reported through the final iteration of the BNG report post consent.				
9-2.1410	In relation to Section Table 8.3 of the PEIR Vol 1 Main Text, April 2024 ('Species of principle importance: Five species (common toad, brown hare, harvest mouse, hedgehog and polecat) have been identified that have the potential to be present at low densities within the draft Order Limits and so may be affected by the Project.'), concern that anecdotal evidence implies that for brown hare at least, densities along route are not low. Polecats have been seen in video evidence on the route. With this, request that National Grid clarify what constitutes 'low' and the source for each species, and how this may vary along the 180 km route	Consideration of Species of Principle Importance including common toad, brown hare, harvest mouse, hedgehog and polecat have been considered within each project section separately. This consideration is primarily based on existing records from local record centres as well as an assessment of habitat suitability in line with the approach agreed with the relevant statutory stakeholders.			X	
9-2.1411	In relation to Section 8.5.14 of the PEIR Vol 1 Main Text, April 2024 ('The draft Order Limits currently interact with four areas of Ancient Woodland'),	As per guidelines, a 15m exclusion buffer is being applied to ancient woodland where at all possible. Where works are required, and there is no alternative, within this 15m buffer an assessment of impact has			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	request that National Grid confirm at what distance is this being assessed for ancient woodland	been made on the ancient woodland. Full details of any potential direct or indirect impacts on ancient woodland is outlined within the Ancient Woodland and Veteran Tree Strategy (Appendix B of the Landscape and Ecological Management Plan (document reference 7.4)).				
9-2.1412	In relation to Section 8.5.14 of the PEIR Vol 1 Main Text, April 2024 ('(Round Wood (Section B), Bullen Wood (Section B), Writtle – Writtlepark Wood (Section F) and Bushey Wood (Section F). '), request that National Grid confirm whether species inventories (including fauna) are available for these Aws, and whether likely or known species are factored into impact assessment for development and operational phases	The environmental impact assessment process considers ancient woodland for its inherent value as a separate ecological feature. The assessment of impacts on each protected species is then in turn considered, taking into account any suitable habitat loss and any effect on the specific protected species as a result (including that of woodland).			X	
9-2.1413	In relation to Section 8.5.25 of the PEIR Vol 1 Main Text, April 2024 ('The Project has committed to delivering a minimum of 10% BNG.'), request that National Grid answer the following: Over what timeframes? E.g. how will BNG account for timelags in woodland, tree, hedgerow development and species succession (woodland restoration is a multi-decadal process)? Will the BNG calculations be averaged along the full N to T route, or divided into discreet segments where >10% BNG will be achieved? BNG applies after the mitigation hierarchy, not instead of it (see National Policy Statement EN1 4.6.1 and 4.6.10). We note that BNG as applicable currently in the	The statutory metric takes into account the difficulty in recreating a specific habitat such as woodland and the likely time it will take to achieve the target condition by applying a multiplier. This multiplier is fixed and part of the function of the statutory Biodiversity Net Gain (BNG) metric. A single BNG metric has been produced to cover the project as a whole. The mitigation hierarchy has been followed which is reflected within the BNG metric as detailed in the BNG report (document reference 7.1). Avoiding and minimising impacts was at the heart of route design. Any subsequent required mitigation has been incorporated through replacement planting, habitat			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	planning system requires the mitigation hierarchy to be adhered to. Recent planning appeal decision "Appeal Decision APP/D1265/W/23/3314801 found: "12. In this regard, Planning Practice Guidance (PPG) is clear5. It sets out that mitigation should be adopted where 'significant harm cannot be wholly or partially avoided' and that compensation should be adopted 'where, despite mitigation, there would still be significant residual harm'. Therefore, the general steps of the hierarchy set out in paragraph 186(a) of the Framework should be implemented sequentially, in the following sequence: avoid, mitigate, compensate." Please explain how NG has adhered to the mitigation hierarchy in the appraisal of alternatives	creation and enhancements onsite along the length of the route. Any offsite requirement will be delivered as close to the source of the impact as possible while still delivering the best option for biodiversity, with due consideration of the Local Nature Recovery Strategies (LNRS) for Norfolk, Suffolk and Essex. Consideration of alternatives forms part of the Environmental Impact Assessment process (EIA), and is presented in Chapter 3: Alternatives (document reference 6.3) of the Environmental Statement (ES).				
9-2.1414	In relation to Section 8.5 etc. of the PEIR Vol 1 Main Text, April 2024 ('BNG'), request that National Grid confirm how this will be assessed over time, at how many points, what measures for ongoing on-ground assessment of progress towards BNG, and how will any setbacks be addressed in order to achieve the stated 10% BNG	Specific detail on the management and maintenance actions for the Environmental Areas will be clearly set out within the final version of the Landscape and Ecological Management Plan (LEMP) (see document reference 7.4 for the Outline LEMP) following detailed design. This will include all measures necessary to ensure the habitat type and habitat condition identified within the final Biodiversity Net Gain Report (document reference 7.1) are achieved within the defined time frame.			X	

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9-2.1415	In relation to Section 8.5.29 of the PEIR Vol 1 Main Text, April 2024 ('Following the input of post-intervention habitat information (following habitat replacement, enhancement and creation), the Project is currently achieving -6% BNG for area habitats within the draft Order Limits.'), request that National Grid confirm, as this is assessment for habitat, whether this includes species impacts as well (e.g. powerline collision)	The statutory Biodiversity Net Gain (BNG) metric is a tool specifically designed to assess habitat impact. Protected species impacts are considered separately in Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES) and are not part of the metric. However, where possible the landscape design of the Environmental Areas (EA) has looked to provide benefits to protected species, as well as delivering the necessary biodiversity units. National Grid has committed to delivering at least 10% BNG withe wider environmental and societal benefits. More detailed information is provided within the BNG report (document reference 7.1)			X	
9-2.1416	In relation to Section 8.5.31 of the PEIR Vol 1 Main Text, April 2024 ('new/better habitats in targeted areas'), request that National Grid clarify how future surety of such areas will be guaranteed. This applies to offset sites generally, which in turn could be developed/damaged/degraded, and thus no longer provide a viable or commensurate offset. With this, request that National Grid provide cost estimates for off-site habitat, and confirm whether this will be provided by voluntary agreements with land-owners or via compulsory purchase or via purchase of statutory credits	Separate legal agreements will be entered into with third parties offering offsite biodiversity units. National Grid will only consider offsite locations where the site is a formally Biodiversity Net Gain (BNG) registered site, providing a guaranteed safeguarded BNG site in the long term. Various offsite options are still being considered, and National Grid is open to consultation with interested third parties. Statutory credits are considered a worst-case option but provide a back-up to ensure deliverability of the 10% BNG commitment for the project. It is not our intention to use statutory BNG credits.			X	
9-2.1417	In relation to Section 8.5.36 of the PEIR Vol 1 Main Text, April 2024 ('Where overhead lines pass over dry grassland and heathland habitats, and no	Qualified experienced ecologists have identified no direct or indirect impact pathways to grassland habitats,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	potential impact pathways are identified NVC surveys will not be undertaken.'), request that National Grid confirm how potential impact pathways will be determined and what constitutes 'no impact'	lying outside of construction works areas but underneath conductors.				
9-2.1418	In relation to Section 8.6.3 of the PEIR Vol 1 Main Text, April 2024 ('A total of 29 internationally important sites designated for biodiversity are located within the study area. However, a HRA screening exercise – undertaken in parallel to this PEIR has identified that the potential for effects is limited to five sites (this will be concluded as part of the HRA screening). Therefore, these additional 24 sites are not considered further within this chapter.'), request that National Grid detail the HRA screening process that has eliminated 24 sites from impact assessment (e.g. detail this for all 24, with clear justification for each point of omission, as Footnote 49 does not elaborate on this matter sufficiently)	Full detail on the Habitats Regulations Assessment (HRA) screening exercise is presented within the HRA report (document reference 5.3). A total of 28 European Sites have been identified within a 20 km Study Area, with 23 sites screened out a 'pre-screening' stage. The 20 km Study Area was selected to encompass a 20 km impact risk zone (IRZ) from European Sites with geese forming a qualifying feature, as geese can disperse such distances between feeding and roosting sites. A desk study covering bird records across the Order Limits has been completed as detailed within the ES Appendix 8.8: Wintering and Passage Bird Report (document reference 6.8.A8). No areas beyond a 5 km IRZ were identified as having notable numbers of geese forming a qualifying feature of a European Site within the Study Area, and as such no pathways to impact beyond 5 km from a European Site are considered to occur. Only European Sites within 5 km were therefore taken forward to detailed screening.			X	
9-2.1419	In relation to Section 8.5 of the PEIR Vol 1 Main Text, April 2024 ('Potential impact pathway'), request	An updated assessment has been undertaken on potential impacts on designated sites following results of protected species/habitat surveys and changes to the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	that National Grid confirm why there are so few points of potential impact pathway	proposed route, details of which can be found within the Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES). Designated sites discussed within the Chapter are those that lie within the agreed study area, which is different depending on level of designation (local, national or international). Applied study areas are based on industry standard practice and have been discussed and agreed with stakeholders at Scoping Report stage (document reference 6.19).				
9-2.1420	In relation to Section 8.6.4 of the PEIR Vol 1 Main Text, April 2024 ('Figure 8.1'), concern that Figure 8.1 cannot be located	The updated Figure 8.1: Statutory Sites Designated for Biodiversity (document reference 6.8.F1) has been provided as part of the Development Consent Order (DCO) submission.			X	
9-2.1421	In relation to Section Table 8.4 of the PEIR Vol 1 Main Text, April 2024 ('Species in International Sites Designated for Biodiversity with Potential Impact Pathways'), request that National Grid confirm whether this risk is factored into risk analysis and biodiversity impacts (as all are wetland habitats, all are focal habitats for migratory birds (including wintering species), and hence high risk for power line collision)	Potential impacts to wintering and passage birds associated with Special Protection Areas (SPA) designated sites have been considered within the impact assessment detailed in Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES).			X	
9-2.1422	In relation to Section 8.6.5 and 8.6.6 of the PEIR Vol 1 Main Text, April 2024 ('Seventeen of these sites have been identified with potential impact pathways with the Project.'), request that National Grid clarify,	An update to the potential impact on nationally designated sites has been undertaken and included within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	as 17 of 21 sites of national importance considered to have impact pathways, how four were excluded					
9-2.1423	In relation to Section Table 8.5 of the PEIR Vol 1 Main Text, April 2024 ('Potential impact pathway'), request that National Grid answer the following: Why are impacts to known species not included? E.g. Flordan Common = ""Indirect: construction pollution (e.g. air quality/dust); hydrological connectivity to the draft Order Limits."" However, 63 species of bird recorded there, including 14 UK Red List, 16 UK Amber List and 1 IUCN NT species, and including numerous species that are potentially vulnerable to powerline strike (e.g. common swift, GBB gull, woodcock, common snipe). How will these impact pathways be factored in, accounted for and mitigated for each site? Why does this not qualify as a direct impact on the site's biodiversity? This situation applies to most of the sites contained in the table, where indirect impacts to the site are attributed, but not direct impacts to species that are dependent on the site (e.g. breeding, roosting, feeding), but which may likely incur great mortality due to the development and its operation	Impacts to designated sites are based on the designating reason/citation information for that site. Flordon Common is not designated for its bird interest. The Project will have no direct effect on the designated land area of Flordon Common, and the potential for indirect effects has been identified. Potential direct and indirect impacts to birds as a separate ecological feature has been assessed within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8).			X	
9-2.1424	In relation to Section Table 8.5 of the PEIR Vol 1 Main Text, April 2024 ('Section B Wortham Ling'), request that National Grid confirm whether the	Impacts to designated sites are based on the designating reason/citation information for that site.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	impacts include species recorded and likely present on site for some period. From a bird perspective (mobile species, and hence vulnerable to powerline strike), this may include 11 UK Red List and 14 UK Amber List species (all recorded at site)	Wortham Ling Site of Special Scientific Interest (SSSI) is not identified as a site of national importance for birds. Potential direct and indirect impacts to birds as a separate ecological feature has been assessed within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8).				
9-2.1425	In relation to Section Table 8.5 of the PEIR Vol 1 Main Text, April 2024 ('Direct and indirect impacts'), request that National Grid explain why sites that are adjacent (0 m) and very close (e.g. Middle Wood SSSI, 40 m from the Order Limit) are only included for indirect impacts, when they are clearly proximate enough to have direct impacts (edge effects) on habitat and on species that utilise the site	There will be no direct loss of ancient woodland habitat at Middle Wood Site of Special Scientific Interest (SSSI), with proposed works beyond the 15m recommended buffer. The potential for indirect effects has been identified and an assessment made within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8).			X	
9-2.1426	In relation to Section Table 8.5 of the PEIR Vol 1 Main Text, April 2024 ('Middle Wood Offton'), request that National Grid clarify why exotic plant invasion is not included in the impacts	The implementation of the Outline Code of Construction Practice (CoCP) (document reference 7.2) will ensure that invasive plants are not spread during construction. These measures are considered embedded mitigation measure and therefore taken into account when considering impacts. The Project once built (during operation) should not encourage the spread of invasive plant species.			X	
9-2.1427	In relation to Section Table 8.5 of the PEIR Vol 1 Main Text, April 2024 ('River Ter'), request that National Grid clarify why, given that the Project is 180 m from a riparian area, no direct impacts are	Measures to protect water quality and prevent surface water run off leaving the construction site in an uncontrolled manner are part of the Project design with any additional measures outlined in the Outline Code of Construction Practice (CoCP) (document reference 7.2).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	included (e.g. surface run off, increased hydrocarbon pollution, increased turbidity)	These measures are considered embedded mitigation and therefore taken into account when considering impacts.				
9-2.1428	In relation to Section Table 8.5 of the PEIR Vol 1 Main Text, April 2024 ('North Thames Estuary and Marshes Proposed'), suggest that direct impacts should include mortality on species vulnerable to powerline strike / Request that National Grid explain why this is not included	The North Thames Estuary and Marshes proposed Site of Special Scientific Interest (SSSI) has not yet been designated. The location/extent of the SSSI and the ecological reasons/species included within the designation are still to be determined. Due consideration to the proposed SSSI has been made as far as possible given so much is still unknown, and it is not a formal designation.			X	
9-2.1429	In relation to Section Table 8.6 of the PEIR Vol 1 Main Text, April 2024 ('Langdon Ridge'), request that National Grid justify why this is considered 'no Potential Impact Pathway' (e.g. as 70 m from development zone, 5 UK Red List birds and 12 UK Amber List birds)	The reasons for scoping out Langdon Ridge Site of Special Scientific Interest (SSSI) are detailed within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). The SSSI is not identified as being of national importance to birds. Potential direct and indirect impacts to birds as a separate ecological feature has been assessed within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8).			X	
9-2.1430	In relation to Section 8.6.9 of the PEIR Vol 1 Main Text, April 2024 (' Construction dust – all of the sites are located more than 350 m from the draft Order Limits and therefore not affected by construction dust (as detailed in Chapter 7: Air Quality)'), request that National Grid explain why Langdon Ridge is not included / Suggest that this is revised	Further air quality information has been used to inform the updated ecological assessment. Details of potential impacts as a result of air quality on designated sites has been provided within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1431	In relation to Section 8.6.8 of the PEIR Vol 1 Main Text, April 2024 ('One of the sites (Hintlesham Woods) is designated for breeding birds but is located approximately 2.1 km from areas surveyed for breeding birds and therefore not considered to be functionally linked.'), request that National Grid explain the rationale for exclusion in more detail and confirm whether RSPB been included in in consultees	Full details on the reasons for scoping in or out designated sites, including Hintlesham Woods Site of Special Scientific Interest (SSSI), is presented in the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). The approach of scoping in designated sites has been agreed with relevant stakeholders including Natural England and Local Planning Authorities.			X	
9-2.1432	In relation to Section 8.6.9 of the PEIR Vol 1 Main Text, April 2024 ('The remaining six sites are designated for woodland and ground flora features and the following potential impact pathways have therefore been considered: Hydrological connectivity to the draft Order Limits – not present for any of the sites Construction dust – all of the sites are located more than 350 m from the draft Order Limits and therefore not affected by construction dust (as detailed in Chapter 7: Air Quality) Air quality – all of the sites are located more than 200 m from the Primary Access Routes and therefore not affected by reduced air quality (as detailed in Chapter 7: Air Quality)'), concern that there are missing threatening processes (potential impact pathways) (e.g. exotic plant invasion, noise/disturbance and impacts on breeding bird species) and request that National Grid advise why these are not included	An updated assessment has been undertaken on potential impacts on designated sites following results of protected species surveys and changes to the proposed route, details of which can be found within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1433	In relation to Section 8.6.10 of the PEIR Vol 1 Main Text, April 2024 ('Given the lack of potential impact pathways, these seven sites will not be considered further in this report or the ES'), request that National Grid explain why, given the 70 m distance, Langdon Ridge is not included	An updated assessment has been undertaken on potential impacts on designated sites following results of protected species surveys and changes to the proposed route, details of which can be found within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8).			X	
9-2.1434	In relation to Section Table 8.7 of the PEIR Vol 1 Main Text, April 2024 ('Roydon Fen - Potential Impact Pathways'), concern that impacts of powerline collision potential on species associated with Roydon Fen (16 UK Amber |List, 11 UK Red List, 1 IUCN NT species) have not been included and request that National Grid explain why this not included in the impact pathways	An updated assessment has been undertaken on potential impacts on designated sites following results of protected species surveys and changes to the proposed route, details of which can be found within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8).			X	
9-2.1435	In relation to Section Table 8.7 of the PEIR Vol 1 Main Text, April 2024 ('Roydon Fen - Potential Impact Pathways'), request that National Grid explain why exotic plant invasion is not included	The implementation of the Outline Code of Construction Practice (CoCP) (document reference 7.2) will ensure that invasive plants are not spread during construction. These measures are considered embedded mitigation measure and therefore taken into account when considering impacts. The Project once built (during operation) should not encourage the spread of invasive plant species.			X	
9-2.1436	In relation to Section 8.6.14 to 8.6.16 of the PEIR Vol 1 Main Text, April 2024 ('LNRs'), request that National Grid explain why exotic plant invasion not	The implementation of the Outline Code of Construction Practice (CoCP) (document reference 7.2) will ensure that invasive plants are not spread during construction. These measures are considered embedded mitigation measures and therefore taken into account when			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	included, given that sites designated for flora (among other ecological attributes)	considering impacts. The Project once built (during operation) will not encourage the spread of invasive plant species.				
9-2.1437	In relation to Section Table 8.9 of the PEIR Vol 1 Main Text, April 2024 ('Various sites'), request that National Grid answer the following: - Clarify how a site is within or a very short distance from the draft Order Limits, but is deemed to have no Direct Impact Pathway. As an example, Norton's Wood is within the dOL, but indirect impacts only are assumed. Is this because the powerlines will pass over/through the site, but no pylon constructed within that site? - What of species present in the site and the impacts of habitat loss/degradation, construction, operation, maintenance? Do these constitute direct (or indirect) impacts?	A direct impact on a site usually means that the Project will in some way physically affect the site. An indirect effect is where the Project creates something such as noise, dust, run off that then leads to an effect. Whether the effect is the result of a direct or indirect impact depends on the causation. An updated assessment has been undertaken on potential impacts on designated sites following results of protected species surveys and changes to the proposed route, details of which can be found within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8).			X	
9-2.1438	In relation to Section Table 8.9 of the PEIR Vol 1 Main Text, April 2024 ('Ardleigh Reservoir'), concern that no direct impacts are assumed for the two specific sites assessed, one 700 m from dOL, one 980 m from dOL, as the AR area has 119 bird species recorded, 28 UK Red List, 39 UK Amber List, 4 IUCN NT, 2 IUCN VU. With this, request that National Grid justify the no direct impact (and no mention of indirect species impact). given especially high biodiversity value of area	The two Local Wildlife Sites (LWS), Ardleigh Reservoir Woods and Ardleigh Reservoir Grassland, are not designated for birds. Impacts to birds are assessed separately. An updated assessment has been undertaken on potential impacts on designated sites following results of protected species surveys and changes to the proposed route, details of which can be found within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1439	In relation to Section Table 8.9 of the PEIR Vol 1 Main Text, April 2024 ('Impacts'), request that National Grid explain why no risk of exotic plant invasion at any site has been included	The implementation of the Outline Code of Construction Practice (CoCP) will ensure that invasive plants are not spread during construction. These measures are considered embedded mitigation measures and therefore taken into account when considering impacts. The Project once built (during operation) should not encourage the spread of invasive plant species.			X	
9-2.1440	In relation to Section Table 8.9 of the PEIR Vol 1 Main Text, April 2024 ('Tilbury Marshes and Coalhouse Fort Marshes, East Tillbury '), concern that these site have exceptionally high avian biodiversity: e.g. East Tilbury = 209 species, 48 Red List, 81 Amber List, 5 IUCN VU, 6 IUCN NT. However, no direct impact is assumed. Request that National Grid explain this in relation to habitat loss effects on species and species collision risk	Tilbury Marshes and Coalhouse Fort Marshes, East Tilbury are not designated for birds. Impacts to birds are assessed separately. An updated assessment has been undertaken on potential impacts on designated sites following results of protected species surveys and changes to the proposed route, details of which can be found within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and within the wintering bird technical report (Appendix 6.8.A8).			X	
9-2.1441	In relation to Section 8.6.22 of the PEIR Vol 1 Main Text, April 2024 ('Forty five blocks of Ancient Woodland fall within the study area. Of these, four blocks are located within the draft Order Limits (Bullen Wood (Section B), Round Wood in Section B and Writtle-Writtlepark Wood and Bushey Wood in Section F).'), request that National Grid answer the following: - What buffer zones are being considered around ancient woodland remnants that are within (or proximate to - see next comment) the draft Order	As per guidelines, a 15m exclusion buffer is being applied to ancient woodland where at all possible. Where works are required, and there is no alternative, within this 15m buffer an assessment of impact has been made on the ancient woodland. Details of which are provided within the Ancient Woodland and Veteran Tree Strategy (Appendix B of the Landscape and Ecological Management Plan (document reference 7.4).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Limits? - Recommendations of buffer areas for nitrogen enrichment of ground flora and noise disturbance are likely to be considerable (e.g. 330 m for roads) - please clarify. - Provide evidence and those this tallies with your estimate of only 4 Ancient Woodlands that are likely (according to the report) to be affected	An updated air quality assessment has been made and included within Chapter 7: Air Quality (document reference 6.7) the Environmental Statement (ES).				
9-2.1442	In relation to Section 8.6.22 of the PEIR Vol 1 Main Text, April 2024 ('Forty five blocks of Ancient Woodland fall within the study area. Of these, four blocks are located within the draft Order Limits (Bullen Wood (Section B), Round Wood in Section B and Writtle-Writtlepark Wood and Bushey Wood in Section F)'), concern that National Grid has not considered the range of threats that can impact Ancient Woodland from nearby developments (e.g. Chemical effects, Disturbance, Fragmentation, Invasion by non-native plant species, Cumulative effects), as per Table 2 and other text related to energy infrastructure and developments and impacts on ancient woodland in "Impacts of nearby development on ancient woodland", Ryan, L. 2012. Request that National Grid clarify this omission of key threatening processes	As per guidelines a 15m exclusion buffer is being applied to ancient woodland where at all possible. Where works are required, and there is no alternative, within this 15m buffer an assessment of impact has been made on the ancient woodland. Details of which are provided within the Ancient Woodland and Veteran Tree Strategy (Appendix B of the Landscape and Ecological Management Plan (document reference 7.4)).			X	
9-2.1443	In relation to Section 8.6.22 of the PEIR Vol 1 Main Text, April 2024 (' "However, any woodlands less	The Inventory referred to is a national database which uses 2ha as a cut off size, this is a historic data set and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	than 2 hectares (ha) are not included on the inventory, and so small woodlands and linear features are excluded from the inventory." '), request that National Grid provide the rationale for this exclusion (presumably not included in the national database https://www.data.gov.uk/dataset/9461f463-c363-4309-ae77-fdcd7e9df7d3/ancient-woodland-england). For instance, Brown and Fisher (2009) use an interpretation of FAO forest classification to suggest that 0.5 ha would be a viable qualification for an area of trees to be deemed woodland. Small patches of woodland are also still likely to provide considerable habitat value (Brown and Fisher 2009; Kirby 2022), and should be included in any EIA assessment. Indeed in many intensive agricultural landscapes, small woodland patches, scattered individual trees and linear woody vegetation (generally hedgerows) may be the only significant remaining biodiversity features in the landscape. Figures of decline are also considerable - e.g. 44% decline in woodland clump cover in England, 1980-97. Concern that disregarding them will likely increase the potential of biodiversity decline in such landscapes, but not necessarily enable this decline to be accounted for in BNG calculations or plans (as appears to be excluded), and request that National Grid explain	not influenced or created by National Grid or the Project team. The Project has no cut off size with respect to categorising woodland, and woodlands have been mapped following surveys by experienced botanists. The impacts on woodlands are assessed in Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES), and results of these surveys are included in Appendix 8.1: Habitat Report (document reference 6.8.A1) of the ES.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1444	In relation to Section 8.6.23 (also relates to 8.2.24) of the PEIR Vol 1 Main Text, April 2024 ('The desk study identified the presence of several habitats listed on the Priority Habitat Inventory (Natural England, 2023b) within the draft Order Limits. These are detailed in Table 8.10. '), concern that adjoining areas will also be impacted (e.g. through increased edge effects (leading to disturbance, reduced habitat condition, exotic plant invasion), and request that National Grid confirm how this will be factored into BNG calculations (as it appears that you are only counting the area within the dOL, and not accounting for adjoining areas of same or similar habitat/ecosystem, that will be impacted)	The statutory Biodiversity Net Gain (BNG) metric is based on the habitats located within a defined red line boundary and any direct impacts. National Grid's approach follows standard guidelines for BNG assessments.			X	
9-2.1445	In relation to Section Table 8.10 of the PEIR Vol 1 Main Text, April 2024 ('Deciduous woodland'), request that National Grid confirm how much of this is ancient woodland and thus Irreplaceable habitat	The referred to Table 8.10 of the Preliminary Environmental Information Report (PEIR) is based on data that is available on the Multi-Agency Geographic Information for the Countryside (MAGIC) as priority habitat (including deciduous woodland) and does not identify ancient woodlands. The impacts on ancient woodland are assessed in Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES),			X	
9-2.1446	In relation to Section Table 8.10 of the PEIR Vol 1 Main Text, April 2024 ('Lowland Fen'), request that National Grid advise how irreplaceable habitat will be dealt with in BNG planning	Irreplaceable habitats require bespoke mitigation/compensation and therefore are excluded from the Biodiversity Net Gain (BNG) process (as per guidelines). The Ancient Woodland and Veteran Tree			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Strategy (Appendix B of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4)) addresses the only irreplaceable habitat identified within the Order Limits.				
9-2.1447	In relation to Section Footnote 51 of the PEIR Vol 1 Main Text, April 2024 ('The following potential impact pathways have been considered: Hydrological connectivity to the draft Order Limits – not present for any of the sites Construction dust – all sites are located more than 350 m from the draft Order Limits and therefore not affected by construction dust (as detailed in Chapter 7: Air Quality) Air quality – all sites are located more than 200 m from the Primary Access Routes and are therefore not affected by reduced air quality (as detailed in Chapter 7: Air Quality)'), request that National Grid explain the rationale as to why this is restricted to these few	An updated assessment has been undertaken on potential impacts on designated sites following results of protected species/habitat surveys and changes to the proposed route, details of which can be found within the Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES). Designated sites discussed within the Chapter are those that lie within the agreed study area, which is different depending on level of designation (local, national or international). Applied study areas are based on industry standard practice and have been discussed and agreed with stakeholders at Scoping Report stage (document reference 6.19).			X	
9-2.1448	In relation to Section 8.6.31 of the PEIR Vol 1 Main Text, April 2024 ('The habitats within the draft Order Limits largely comprise intensive agricultural land which is of limited value to terrestrial invertebrates.'), request that National Grid answer the following: - Does this account for field margins, hedgerows and paddock trees associated with these agricultural areas, as these are of habitat value to many invertebrate species, which in turn provide an array	A detailed explanation for the scope of terrestrial invertebrate surveys and the results of these surveys is provided within the terrestrial invertebrate appendix of Chapter 8: Ecology and Biodiversity (document reference 6.8.A5). The terrestrial survey scope was based on a combination of habitat suitability assessment, existing invertebrate records and likely levels of impact, with the intension of identifying areas of high value sites for invertebrates. It is acknowledged that other habitat types including field margins, hedgerows			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	of ES (e.g. pest control, pollination, soil function) to agriculture. - Clarify how the present route proposed impacts on B-Lines link (https://cdn.buglife.org.uk/2023/09/B-Lines-2022-2pp-DIGITAL-version-06R.pdf#:~:text=B-Lines%20is%20a%20national%20ef ort%20to%20create%20and,the%20 more%20sustainable%20local%20pollinator %20populations%20will%20be)	and trees will also provide some value to invertebrates across the route, although at a lower level				
9-2.1449	In relation to Section 8.6.42 of the PEIR Vol 1 Main Text, April 2024 ('The species assemblage recorded during the 2023 surveys is typical of farmland habitats and is of no more than local importance. '), concern that the list of breeding birds contained in Volume 3 Appendices 1 of 4, appears to refute this claim. 139 species (4.2.6) from the desk study (although this is fewer than was obtained by analysing proximate 'hotspots' from eBird), 82 species with 55 Red or Amber listed (4.3.2), including common nightingale, is hardly 'typical of farmland habitats'. The presence of numerous sub-Saharan migratory species (e.g. common cuckoo, common nightingale, common redstart, house martin, sedge warbler, yellow wagtail), puts into question the statement that is 'of no more than local importance'. This is further questioned by the IUCN	The assessment is based on the number of birds present in each area. Whilst species of conservation concern were recorded, they were not recorded in sufficient numbers in each location to be considered of County importance or above. It would be misleading to total the number of birds across the Project as a whole. An updated assessment has been undertaken following further breeding bird surveys, the results of which are presented within the breeding bird appendix of Chapter 8: Ecology and Biodiversity (document reference 6.8.A7).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	global threat status of the following species from the desk study and field surveys (Annex B and C): northern lapwing (NT), Eurasian turtle dove (VU), pied oystercatcher (NT), Eurasian curlew (NT), common pochard (VU), black-legged kittiwake (VU). Request that National Grid justify the statement, given this context					
9-2.1450	Criticism that Section 8.6.51 of the PEIR Vol 1 Main Text, April 2024 ('Entire Appendix documents'), as with several of the Appendices pages, was unstable and could not be viewed or successfully downloaded so respondent was unable to review this bat data section	Noted.			X	
9-2.1451	In relation to Section 8.7.3 of the PEIR Vol 1 Main Text, April 2024 ('The design would allow for landscape planting around CSE compounds, the new EACN substation and works at existing substations. This would reduce the effects on views and landscape setting'), request that National Grid remove this section, as this is not a biodiversity measure (e.g. is a landscape amenity measure)	The landscape planting around the substations and Cable Sealing End (CSE) compound is the Environmental Areas. This planting is being designed for both landscape and ecological benefit and will be monitored and managed in line with Biodiversity Net Gain (BNG) requirements for 30 years. This area is considered a biodiversity measure.			X	
9-2.1452	In relation to Section BO2 of the PEIR Vol 1 Main Text, April 2024 (' any areas required for temporary works will be reinstated on completion'), request that National Grid confirm how this will be done and how effectiveness will be assessed	Replacement planting for hedgerows and tree habitat following completion of works will be subject to regular management and monitoring, as set out within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), over a 5-year period. This will include adaptive measures.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The approach and mitigation measures to reinstate soil resources are detailed in the Outline Soil Resource Plan (Appendix C of the Outline Code of Construction Practice (document reference 7.2)). Land used temporarily will be reinstated where practicable to its pre-construction condition and use (or a condition discussed with the landowner). Monitoring of reinstatement works will be carried out by a suitable experienced and trained Soil Scientist to ensure the quality of soil materials is not detrimentally affected.				
9-2.1453	In relation to Section BO2 of the PEIR Vol 1 Main Text, April 2024 ('any areas required for temporary works will be reinstated on completion'), request that National Grid confirm whether this is purely habitat based or whether it will include areas with notable species	Areas subject to reinstatement include ecologically sensitive sites/habitats (such as statutory and non-statutory designated sites, priority habitats and wetlands) as per commitment reference B02 in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Displacement mitigation techniques are being used for a range of protected species as agreed with Natural England and the relevant Local Planning Authorities. Once habitats have been reinstated on the completion of works, fauna will naturally return to the area. No specific translocation programmes are being undertaken on this Project			X	
9-2.1454	In relation to Section BO3 of the PEIR Vol 1 Main Text, April 2024 ('Best environmental practice techniques'), request that National Grid clarify what is meant by 'best practice' (e.g. what are sources of evidence?)	Best practice is defined as the commercial or professional procedures that are accepted or prescribed as being correct or most effective.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1455	In relation to Section BO3 of the PEIR Vol 1 Main Text, April 2024 ('Threat list'), request that National Grid be more comprehensive with threat and impact list	Commitment reference B03 in the Outline Code of Construction Practice (CoCP) (document reference 7.2) relates to best environmental practice techniques that would be implemented during construction of the Project to limit effects.			X	
9-2.1456	In relation to Section BO4 of the PEIR Vol 1 Main Text, April 2024 ('Appropriate exclusion zones will be demarcated'), request that National Grid confirm what the distance/buffer is	Appropriate buffer zones are species dependent and dependent on ground conditions. Exact distances will be on the advice of the Ecological Clerks of Works (ECoW) as set out within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).			X	
9-2.1457	In relation to Section BO6 of the PEIR Vol 1 Main Text, April 2024 ('A minimum buffer of 10 m (where practicable) will be retained around biodiversity receptors to reduce any potential direct or indirect effects on the species and habitats associated with them'), request that National Grid confirm the source of the 10m used for the buffer	The minimum buffer and the size would depend on the ecological receptor that is being protected. Exact distances will be on the advice of the Ecological Clerks of Works (ECoW) as set out within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).			X	
9-2.1458	In relation to Section 8.7.7 of the PEIR Vol 1 Main Text, April 2024 ('Reinstatement would aim to provide habitats of equal or better value'), request that National Grid confirm how habitat value will be measured and on what timescale	Habitat value is measured both qualitatively (increase in native species diversity for example), and quantitatively using the habitat condition scoring within the Biodiversity Net Gain (BNG) metric. This will be based on a comparison with the baseline and what is to be created. The BNG metric applies a temporal multiplier.			X	
9-2.1459	In relation to Section 8.7.7 of the PEIR Vol 1 Main Text, April 2024 ('Accordingly, hedgerows scheduled for removal during construction would be reinstated	Hedgerow type and condition have been assessed based on current Biodiversity Net Gain (BNG) hedgerow condition guidelines and replacement planting will follow			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	and, where appropriate, would be improved from their baseline condition e.g., defunct, or species-poor hedgerows would be replanted to achieve species-rich and continuous hedgerows, once re-established'), request that National Grid confirm how removed hedgerows will be assessed (e.g. species richness, age, notable species, fauna) and explain how reinstated hedgerow maturation/succession delay will be factored in	the same assessment principles. Hedgerow reinstatement information is provided within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and details on hedgerow enhancement measures are provided within the Biodiversity Net Gain Report (document reference 7.1).				
9-2.1460	In relation to Section 8.7.8 of the PEIR Vol 1 Main Text, April 2024 ('Peat - compensation package would be developed to compensate for any loss of this irreplaceable habitat'), request that National Grid confirm how something classified as 'irreplaceable' can be compensated	Following further surveys, no lowland fen habitat has been identified within the Order Limits. Therefore, irreplaceable habitat is limited to ancient woodland and veteran trees within the Order Limits. As set out in the Biodiversity Net Gain (BNG) guidelines, irreplaceable habitats need to have a bespoke mitigation/compensation package that sits outside of BNG process. The Ancient Woodland and Veteran Tree Strategy (Appendix B of the Landscape and Ecological Management Plan) (document reference 7.4) addresses this.			X	
9-2.1461	In relation to Section 8.7.10 of the PEIR Vol 1 Main Text, April 2024 ('Wherever possible, habitat connectivity would be retained by using existing access routes, reducing working widths through biodiversity receptors, and maintaining connectivity through green corridors such as hedgerows and watercourses.'), request that National Grid explain how connectivity will be measured, and at what	Connectivity has been considered on a protected species level, with the potential fragmentation effect on a species based on its individual characteristics and behaviours.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	scales, and explain how reinstation of connectivity will be assessed					
9-2.1462	In relation to Section 8.7.25 of the PEIR Vol 1 Main Text, April 2024 ('installation of bird and bat boxes'), request that National Grid provide evidence that these are effective for the species that are likely to be impacted	Proposed mitigation measures, including bat and bird boxes, have been specific and appropriate to the species impacted. This commitment has been made within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).			X	
9-2.1463	In relation to Section Table 8.1.1 of the PEIR Vol 1 Main Text, April 2024 ('Neutral: Likely Not Significant following implementation of mitigation; further assessment required following completion of ecology surveys, to be recorded within the ES and HRA.'), concern that this is assumed for bird collision (e.g. assumption throughout this table, but no evidence given for reaching a 'neutral' conclusion)	Further information on bird collision has been included within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and the Habitat Regulation Assessment Report (HRA (document reference 5.3).			X	
9-2.1464	In relation to Section Table 8.1.1 of the PEIR Vol 1 Main Text, April 2024 ('Positive: Potentially Significant as Round Wood and Writtle-Writtlepark Wood would be allowed to regenerate once the existing overhead line infrastructure is removed.'), concern that assumed positive effects of powerline removal would seem to indicate that National Grid should have assumed negative impacts of powerline installation, whereas several of their projections are neutral	The ancient woodland impact assessment has been updated in the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and further details can be found within the Ancient Woodland and Veteran Tree Strategy (Appendix B of the Landscape and Ecological Management Plan (document reference 7.4)).			X	

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9-2.1465	In relation to Section Table 8.1.1 of the PEIR Vol 1 Main Text, April 2024 ('Direct effects from regeneration of woodland habitat following removal of existing overhead line.'), request that National Grid confirm how long this is anticipated to take in terms of ecological benefits	The ancient woodland impact assessment has been updated in the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and further details can be found within the Ancient Woodland and Veteran Tree strategy (Appendix B of the Landscape and Ecological Management Plan (document reference 7.4)).			X	
9-2.1466	In relation to Section Table 8.1.1 of the PEIR Vol 1 Main Text, April 2024 ('Enhancement would likely include receptor specific measures such as the creation of habitat piles and installation of bird and bat boxes.'), request that National Grid provide evidence that these will be effective for target species	Proposed mitigation measures, including habitat piles, bat and bird boxes, have been specific and appropriate to the species impacted. Mitigation principles, including use of bat and bird boxes as well as habitat piles, have been outlined within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).			X	
9-2.1467	Criticism of Figure 6.1 in the Environmental Statement (ES) Chapter which combines individual design elements and suggests the figure is updated to separate temporary and permanent design elements	National Grid notes the respondent's feedback Environmental Statement Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) have been prepared to support Environmental Statement Chapter 4: Project Description (document reference 6.4). Figure 4.1 shows both temporary and permanent features and Figure 4.2 shows only permanent features.		X		

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Technology / Operations						
9-2.1468	Comment supportive of use of underground cables (generally)	National Grid notes the respondent's feedback.			X	
9-2.1469	Comment supportive of use of overhead lines / pylons	National Grid notes the respondent's feedback.			X	
9-2.1470	Concern about ongoing maintenance for the Project (e.g. disruption / cost)	National Grid has thousands of kilometres of overhead lines, underground cable and supporting infrastructure such as Cable Sealing End (CSE) compounds. We have well established and standardised practices to undertake maintenance works on these assets. By the implementation and adherence to such practices, cost and time efficiencies across the network have been identified and maximised where possible. The typical lifespan of an overhead line and the underground cable elements of a project would be approximately 40 years, depending on use and location. Maintenance inspections of overhead line routes are typically undertaken on an annual basis by ground-based operatives walking through the route identifying and recording any faults or defects. In addition, a helicopter or small aircraft / drone equipped with a high-definition camera is used to monitor their condition on a regular basis. Additionally, thermal images are taken every six to eight years, which capture high-definition imagery of high resistance joints or defects on each pylon.	X	X	X	

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		To supplement the aerial photography and inspections, routine ground level walking inspections are also undertaken. The CSE compounds would contain equipment that can be accessed remotely to monitor the condition of the underground cabling.				
9-2.1471	Concern that overhead lines are vulnerable to malicious activities (e.g. terrorism / warfare / sabotage)	Each pylon on the National Grid Transmission System is risk assessed in relation to vulnerability of unauthorised access. To reduce unauthorised access/sabotage from the ground as far as practicable, we install anti-climb measures such as barb-wiring to the bases of pylons in order to prevent access by members of the public. Clear signage is installed warning of the dangers of high voltages and regular inspections are undertaken depending of the level of vulnerability. However, the possibility of interference remains as pylons are typically situated in isolated locations where constant surveillance is impractical. We also undertake regular inspections of the overhead line using thermal imaging to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.			X	
9-2.1472	Concern that overhead lines are vulnerable to weather events	National Grid's 400 kV overhead lines are designed to remain robust and operational in the worst weather conditions in the UK. Although overhead lines are more susceptible to disruption from lightning and high winds, they are also comparatively easy and cost-effective to	X	X	X	

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		repair and maintain compared to underground cables. The majority of the existing National Grid transmission network is constructed from overhead lines, these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. At this stage no known changes are required for a new overhead line Project. Unforeseen events of sufficient severity to cause damage to infrastructure are very rare in the UK but do occur. Overhead lines could be subject to adverse weather conditions such as high wind speeds and lightning strikes. In the unlikely event an overhead line was to be damaged, a network wide monitoring system would detect the fault almost immediately and the circuit would be tripped, and the live current stopped. At the point of repairing any damage, overhead lines are comparatively easier and more cost-effective to repair and maintain than alternative transmission technology. We also undertake regular ground-based inspections of the overhead line using thermal imaging to assess damage to the overhead line and utilise helicopters and drones equipment with high definition and thermal imaging cameras to assess damage to the overhead line				

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		from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.				
9-2.1473	Concern that pylons are vulnerable to antisocial behaviour (e.g. unauthorised access / climbing / vandalism)	Each pylon on the National Grid Transmission System is risk assessed in relation to vulnerability of unauthorised access. To reduce unauthorised access from the ground as far as practicable, we install anti-climb measures such as barb-wiring to the bases of pylons in order to prevent access by members of the public. Clear signage is installed warning of the dangers of high voltages and regular inspections are undertaken depending of the level of vulnerability. However, the possibility of interference remains as pylons are typically situated in isolated locations where constant surveillance is impractical. At the point of repairing any damage, overhead lines are comparatively easier and more cost-effective to repair and maintain than alternative transmission technology. We also undertake regular inspections of the overhead line using thermal imaging to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.			X	
9-2.1474	Criticism of nuclear power / Opposed to providing infrastructure that facilitates the use of nuclear power	National Grid is not a nuclear generator but has a duty to respond to generation customers wanting to connect to the transmission network. The Project is currently proposed to fulfil connection offers for two offshore wind farms, North Falls and Five Estuaries and an			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		interconnector linking with Germany. However, other new connections for new offshore wind and nuclear power generation projects and for interconnectors into East Anglia are expected to continue in addition to the current contracted position. The Project, as part of an integrated transmission network would provide capacity for future generation from various generators, including Sizewell C, to be transmitted across electrical boundaries within East Anglia and the wider transmission network.				
9-2.1475	Criticism of wind power / Criticism of providing infrastructure that facilitates the use of wind power	Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation. The use of energy storage solutions to manage variation/ unpredictability in generation and demand will increase as Great Britain becomes more reliable on renewables in the future, replacing the flexibility provided by fossil fuel generation. In their Smart Systems and Flexibility Plan 2021, Department for Business, Energy and Industrial Strategy (BEIS) (now known as the Department for Energy Security and Net Zero) and the Office of Gas and Electricity Markets (Ofgem) propose that by 2030 and beyond energy storage solutions will be deployed in 'optimal locations and at all scales'. The Plan states that storage will provide significant flexibility (approximately 13 GW) and address challenges associated with low carbon system, including			X	

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		maintaining energy security and integrating and maximizing the use of the Government's plan for 40 GW (target increased to 50 GW in April 2022) of offshore wind by 2030 and other low carbon generation. The Government's Energy White Paper (EWP) states that '*renewables now account for over one third of electricity generation, up from 7% in 2010*'. To meet the predicted doubling in electricity demand by 2050 and the Government's 2050 Net Zero target, the EWP, whilst not planning for a specific technology solution predicts that 'a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar' but also complementing intermittent renewables with technologies including nuclear. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network. The Project is currently proposed to fulfil connection offers for two offshore wind farms, North Falls and Five Estuaries which will contribute to the Government's 50 GW target. The advantages of offshore wind farms compared to onshore are that they are considered more efficient (with higher wind speeds and consistency in direction) and are further away from local populations. Assessment and mitigation of impacts relating to offshore wind farms on the seabed would be addressed as part of any Environmental Impact Assessment (EIA) carried out by the developer.				

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9-2.1476	Criticism of use of overhead lines	National Grid has developed the Project in line with the relevant planning policy which is set out in the National Policy Statement EN-5 for Electricity Networks Infrastructure. At paragraph 2.9.20 this policy sets out the strong starting presumption for the use of overhead lines for electricity network developments, a presumption which is reversed in nationally designated landscapes and certain other circumstances as set out at paragraph 2.9.23 and in EN-1 regarding the setting of National Landscapes. National Grid has therefore developed the Project in a manner consistent with the relevant policy.			X	
9-2.1477	Criticism that pylons / overhead lines are an outdated / inefficient technology	The respondent's view is noted, however National Grid must work within the confines of the relevant policy which is the current National Policy Statement (NPS) EN-5, this policy makes clear that 'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated Landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'. The majority of the existing National Grid transmission network is constructed from pylons and overhead lines; these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any	X	X	X	

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		adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
9-2.1478	Criticism of the Holford Rules (e.g. not sufficient / outdated)	National Grid disagrees that the Holford Rules are outdated as these are referenced within the policy framework which is relevant to the Project. They have and continue to be tested through a range of transmission reinforcement projects and feature in the 2023 National Policy Statement (NPS) EN-5 which was designated in January 2024. We would note that application of the Holford Rules typically involves balancing alternative solutions which can present conflicting Holford compliance. A summary of the Holford Rules is provided within Appendix I22 of this	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, which are also informed by feedback. Further details on the proposed routing and siting of the Project can be found in the Design Development Reports from 2023 and 2024, published on the Project's website and the 2025 Design Development Report (document reference 5.15) submitted as part of the Development Consent Order (DCO) application.				
9-2.1479	Criticism of the Horlock Rules (e.g. not sufficient / outdated)	National Grid disagrees that the Horlock Rules are outdated as these are referenced within the policy framework which is relevant to the Project. They have and continue to be tested through a range of transmission reinforcement projects and feature in the draft 2023 National Policy Statement (NPS) EN-5 which was designated in January 2024. We would note that application of the Horlock Rules typically involves balancing alternative solutions which can present conflicting compliance. A summary of the Holford Rules is provided within Appendix I22 of this report. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, which are also informed by feedback. Further details on the proposed siting of the Project informed by Horlock Rules can be found in the Design Development Reports from 2023 and 2024, published on the Project's website and the 2025 Design Development Report (document reference 5.15) submitted as part of the Development Consent Order (DCO) application.			X	

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9-2.1480	Criticism that overhead lines are noisy in operation / Concern about noise impacts from overhead lines	National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects from the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Operational noise from overhead lines is scoped out of the ES (Volume 6 of the DCO application), in accordance with the Scoping Opinion (document reference 6.20), on the basis that a low noise conductor system is proposed. However, information on noise from overhead lines is provided in Appendix 14.5: Operational Noise from Overhead Lines (Informative) (document reference 6.14.A5), which shows that overhead line noise screens out from further assessment at the first tier. The proposed overhead line conductor design is a relatively quiet conductor that National Grid uses for overhead lines operating at 400 kV. The proposed 'overhead line design ensures that the electrical stresses on the conductors/wires remain as low as practicable. Pylon fittings, such as insulators, dampers, spacers, and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and wind-induced noise to occur. Operational noise is not likely to be	X	X	X	

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		significant at nearby sensitive receptors under any weather conditions.				
9-2.1481	Oppose the use of T-Pylons (if the Project was to change)	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation,			X	

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		where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-2.1482	Suggest that local green solutions are found instead of the Project, as the further the electricity needs to travel, the more electricity is wasted through heat loss	Heat loss is a factor in electricity transmission and distribution however this is always factored into the design. National Grid as part of the Development Consent Order (DCO) and Design process, will always minimise the amount of infrastructure required balanced against routing and siting constraints whilst maintaining the highest levels of service. Geographical features also prevent green solutions being implemented UK wide – such as space, sunlight, weather systems (wind) and also tidal being on the coast. National Grid has an obligation from the government and its regulator, Ofgem, to its customers to maintain the safety and reliability of the assets that feeds their properties to ensure this happens, the network does need to transmit power over sometimes longer distances. Alternative options were considered as we developed our proposals and details	X	X	X	

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		of these are available in our Strategic Options Backcheck and Review (SOBR) which has been submitted as part of this application for Development Consent.				
9-2.1483	Criticism of solar power / Criticism of providing infrastructure that facilitates the use of solar power	Solar has an important role to play in de-carbonising the power sector and meeting the UK's target of reaching net zero carbon by 2050. The Need Case for the Project is set out in the Strategic Options Backcheck Review (document reference 7.17) which provides further details on the low carbon energy (nuclear, wind farms and solar) driving the need for this Project. National Grid has a duty to respond to generation customers wanting to connect to the transmission network. Our role is to respond to the connection requirements for Projects that are developed in line with Government policy to integrate them into the National Transmission System in a timely, economic and efficient manner in line with relevant policies and our duties e.g. under the Electricity Act 1989 where National Grid holds the transmission licence that requires us to develop and maintain an efficient, coordinated and economical electricity transmission system.			X	
9-2.1484	Suggest that the National Grid apply greater focus to delivering the Project in line with the new Electricity Transmission Design Principles (e.g. where more innovative technology could protect and enhance	The Electricity Transmission Design Principles (ETDP) are currently being developed by National Energy System Operator (NESO). NESO will launch a consultation on ETDP which will apply to onshore and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	landscapes, amenity, biodiversity and heritage whilst helping rural communities achieve their low carbon goals)	offshore electricity transmission infrastructure. It would be too early for application to a live project given no consultation has been launched. Furthermore, ETDP is not referenced or endorsed in the designated National Policy Statements (NPS) or any legislation. The Project team will continue to monitor progress and review the situation when further updates are provided. Paragraph 2.9.7 of the NPS for Electricity Infrastructure Networks EN-5 (2024) recognises that 'the government does not believe that the development of overhead lines is incompatible in principle with applicants' statutory duty under Schedule 9 to the Electricity Act 1989, to have regard to visual and landscape amenity and to reasonably mitigate possible impacts thereon'. NESO's Clean Power 2030 report identifies the need for the Project to be delivered by 2030 and this is clearly stated in the Planning Statement (document reference 5.6). National Grid has in conjunction with NESO undertaken the necessary exercises/studies and its now important the Project makes progress to ensure NESO's ambition for Clean Power 2030 is realised as explained in the Planning Statement (document reference 5.6).				
9-2.1485	Criticism that National Grid are forcing through the Project (as opposed to options alternative to overhead lines) due to the ease of administrational upkeep	National Grid has carefully considered alternatives to overhead lines in accordance with National Policy Statement (NPS) EN-5 (DESNZ, 2024). EN-5 paragraphs 2.9.20 to 2.9.25 sets out the government's position that overhead lines should be the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		strong starting presumption for electricity networks developments in general and where this is reversed. There has been an iterative process in considering options alternative to overhead lines throughout the pre-application stage. This is reported in the Strategic Options Backcheck Review (2023) and the Strategic Options Backcheck Review (2024) in which both reports take into consideration several factors, including annual maintenance costs by technology. The alternative technology options considered including maintenance costs are detailed in the latest version of the 2025 Strategic Options Backcheck Review (document reference 7.17) submitted with the DCO application.				
9-2.1486	Request that the proposed pylons will not have any form of lighting on them / Concern that pylons will need to be illuminated and therefore create light pollution	National Grid is not proposing to install any permanent lighting on the pylons included within the alignment. Elsewhere, however, National Grid has installed Aviation Obstruction Lighting to pylons as a safety measure. National Grid and its contractors may, as part of construction or maintenance, have a requirement to use temporary task specific lighting for the purposes of safety or security. Further details are provided in Chapter 4 of the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessment are provided in the ES that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Mitigation in relation to lighting is contained within the Outline Code of Construction Practice (document reference 7.2).				
9-2.1487	Suggest that local community energy solutions are used instead of the Project	Local communities play a crucial role in our transition to renewable energy, demand reduction, and innovative energy supply projects. National Grid supports a range of energy products, including partnerships with commercial or public sector partners and those wholly owned and/or controlled by communities. Although local community energy solutions have their role to play in the energy transition, this would not meet the capacity required for current and future electricity transmission needs in the area. The Project is responding to the regional challenge of new offshore wind, nuclear power generation, and interconnectors coming into East Anglia and the south-east along the East Coast. National Grid is legally obliged (under our Transmission Owner Licence) to provide capacity at the dates formally agreed in contracts with energy generators (or customers). National Grid does not determine or			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		implement policies that influence the form of energy developments. Our role is to respond to the connection requirements for projects that are developed in line with Government policy to integrate them into the National Transmission System in a timely, economic and efficient manner in line with relevant policies and our statutory duties and regulatory requirements. The need case for the Project is set out in the 2025 Strategic Options Backcheck and Review Report (document reference 7.17)				
9-2.1488	Has effect on radio communications been considered? (including VHF and UHF links to / from Tacolneston area other than just TV and FM/DAB radio)	Radio frequency emissions can interfere with electrical, telecommunication. Wi-Fi and broadcast equipment. These emissions are limited from overhead lines by design as set out in National Grid's Technical Specifications, which include the requirements of British standards minimising the generation of radio interference. All the National Grid equipment used would meet the requirements in these standards, which are in place to prevent interference issues. These are the same good engineering practices that are applied to the existing transmission system assets, including existing 400 kV overhead lines, which cause no interference issues for electrical, telecommunication, Wi-Fi and broadcast equipment under normal operating conditions. Therefore, we also expect no interference issues as a result of the Project.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1489	Criticism that the project will use finite resources rather than sustainable materials to construct the infrastructure	National Grid has set challenging targets to reduce the carbon emissions of our organisation, including a specific commitment to deliver carbon neutral construction by 2025/26. Key to the delivery of this commitment is to measure the carbon footprint of our projects through concept, detailed design and into delivery and construction using a range of best practice carbon tools and data sets. Prior to construction, we require all contractors to calculate a detailed carbon footprint of the project using our Carbon Interface Tool (CIT), this provides a Capital Carbon baseline in Tonnes of Carbon Dioxide equivalent* (CO_2e) from which the contractors typically undertake quarterly reviews to reduce the Carbon Footprint of the project during construction. We also have a range of Net Zero working groups within National Grid Electricity Transmission (NGET) that explore low carbon innovations and approaches. These groups bring together our contactors and our supply chain to help to reduce the carbon footprint of the materials and resources required to deliver our projects. These groups are: Low carbon concrete, Low-carbon steel and aluminium, Net Zero construction and Low Carbon cables. These working groups all report progress to an overarching Net Zero forum. The carbon calculations derived from the CIT are used to inform progress against our overall strategic commitments to reducing carbon	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		emissions across its portfolio of projects and meeting its Net Zero targets for construction projects. *CO2e / Carbon Dioxide equivalent: is the number of metric tons of CO2 emissions with the same global warming potential as one metric ton of another greenhouse gas.				
9-2.1490	Suggest that the Project is paused until better technology is available	The current infrastructure is starting to show signs of age given that the majority was installed in the 1970s / 1980s. There is a general requirement to upgrade and reinforce the network to prevent any members of the public suffering from un-planned outages. As there is no timescale on "better technology" or indeed, what this technology would bring – National Grid has to make an assessment on what is available today taking into account obsolesce values and upgradability. In all design works however, National Grid allows for modernisation and (plug and play) technologies where possible so we can adapt and move at a quicker pace (Smart wires technology for example).			X	
9-2.1491	Criticism that the National Grid has not considered the loss of transported energy via the pylons against the much-reduced energy loss if transported underwater, or via underground cables	National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using direct current (DC) technology, and various onshore connection options including:	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		• increasing operational voltages on existing network to above 400 kV; • alternating current (AC) overhead lines (established technology); • alternative pylon types; AC underground technology; and • high voltage direct current (HVDC) overhead line and underground cables; and • gas insulated line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances when balanced against the cost to install and maintain vs electrical losses of each technology.				
9-2.1492	Concern that the Project is located too close to existing pylons	National Grid has, in areas where it is suitable and safe proposed an alignment that features paralleling of existing overhead lines, this has been carried out alongside consideration of the ongoing security, safety and operability of both the existing, and proposed circuit with regards to receptors identified in these areas. The design allows for adequate separation from existing assets to allow safe construction, maintenance and future demolish of proposed assets as required under the CDM regulations.			X	
9-2.1493	Request for National Grid to confirm how they are going to store the electricity generated by the offshore wind farms at off peak times / Suggest that National Grid should consider this and start developing some useful technology to use the	National Grid owns and maintains the national high-voltage electricity transmission network throughout England and Wales and does not own or manage energy storage sites.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	electricity rather than waste it or have to switch off its generation during off peak times (e.g. solutions such as CO2 capture systems and desalination plants)	The Project does not include energy storage however The Government recognises the complexities with balancing supply and demand from renewables generation and securing this flexibility will increasingly come from energy storage systems and interconnected capacities with other electricity markets and consumer/ smart technologies. The use of energy storage solutions to manage variation/unpredictability in generation and demand will increase as Great Britain becomes more reliable on renewables in the future, replacing the flexibility provided by fossil fuel generation. In their Smart Systems and Flexibility Plan 2021, Department for Business, Energy and Industrial Strategy (BEIS) (now known as the Department for Energy Security and Net Zero) and the Office of Gas and Electricity Markets (Ofgem) propose that by 2030 and beyond energy storage solutions will be deployed in 'optimal locations and at all scales'. The Plan states that storage will provide significant flexibility (approximately 13 GW) and address challenges associated with low carbon system, including maintaining energy security and integrating and maximizing the use of the Government's plan for 40 GW (target increased to 50 GW in April 2022) of offshore wind by 2030 and other low carbon generation.				
9-2.1494	Suggest that the Project takes into account the latest technological advancements	National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		technologies were investigated for the Project, these included an offshore connection using direct current (DC) technology, and various onshore connection options including increasing operational voltages on existing network to above 400 kV; alternating current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; high voltage direct current (HVDC) overhead line and underground cables.				
9-2.1495	Suggest that Carbon Capture and Storage Solutions are considered	While National Grid is primarily responsible for the transmission system, we recognise the importance of reducing carbon emissions across the energy sector. Even with advancements in battery storage and renewable energy, a robust transmission network remains essential to deliver power effectively where it's needed and things such as Carbon Capture and Storage Solutions do not form part of the transmission network.			X	
9-2.1496	Criticism that there are reports that existing pylons can be pirated, yet this isn't addressed in National Grids documentation	The majority of the existing National Grid transmission network is constructed from overhead lines; these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. At this stage no known changes are required for a new overhead line Project. Unforeseen			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		events of sufficient severity to cause damage to infrastructure are very rare in the UK but do occur. Overhead lines could be subject to adverse weather conditions such as high wind speeds and lightning strikes, and also due to disruption from an external factor such as sabotage. To reduce sabotage from the ground as far as practicable, we install anti-climb measures such as barb-wiring. However, the possibility of interference remains as pylons are typically situated in isolated locations where constant surveillance is impractical. In the unlikely event an overhead line was to be damaged, a network wide monitoring system would detect the fault almost immediately and the circuit would be tripped, and the live current stopped. At the point of repairing any damage, overhead lines are comparatively easier and more cost-effective to repair and maintain than alternative transmission technology. We also undertake regular inspections of the overhead line using thermal imaging to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.				
9-2.1497	Concern about the impact of climate change on the Project (e.g. impact of more frequent weather events on overhead lines; due to removal of trees and hedges) / Concern about climate resilience of the Project (e.g. requirement for resilient highway routes to access the major elements to the Project from the Strategic Road Network (SRN) / Major Road	The majority of the existing National Grid transmission network is constructed from overhead lines, these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Network (MRN) and for Abnormal Indivisible Loads (AILs) from the nearest suitable port from construction through to decommissioning)	adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. At this stage no known changes are required for a new overhead line project.				
9-2.1498	Concern about capacity issue between the Project (Norwich to Tilbury) and London / Request for clarity around this.	The East Anglia and the south-east region transmission system includes the LE1 – North London Boundary. The capacity issue is set out in the 2025 Strategic Options Back Check and Review (SOBR) (document reference 7.17). The SOBR confirms that system reinforcement is required for the provision of 7,476 MW of capacity across the LE1 Boundary. The region south of the EC5 boundary is the proposed connection location of the North Falls 1000 MW and Five Estuaries 1080 MW wind farms. For the LE1 boundary the worst-case fault is for the Pelham – Rye House double circuit as shown in Figure 3.3 of the SOBR. During this fault situation the East Anglia generation will naturally seek to flow down the Bramford – Braintree – Rayleigh circuits causing them to overload above their maximum potential capability of 6380 MW. These circuits experience loadings in the order of 11,000 MW with a deficit of -4,620 MW of capability. With a requirement to provide additional 2,856 MW (1000MW + 1080MW) x0.7 + 1400MW] for the connection of North Falls, Five Estuaries and Tarchon as described as the Essex Coast Generation Group below increasing the deficit to -7476 MW.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The existing deficit along with two generators seeking connection in the area shows there is insufficient capacity across this part of the LE1 boundary and requires reinforcement.				
9-2.1499	Oppose the use of new pylon designs (if the Project was to change) (e.g. due to greater disruption to ground than standard lattice pylons, and consequent impact on financial and agricultural worth of the land and impact on existing underground services)	The design for which we are seeking a Development Consent Order (DCO) includes both standard height and low height steel lattice pylons. Although we considered T-pylons, only steel lattice are included in the design.			X	
9-2.1500	Oppose use of imported steel from China for the Project (reason not specified)	It is not stated why there is an objection to imported steel from China however National Grid addresses the sourcing of materials for its infrastructure projects by adhering to rigorous policies and frameworks designed to ensure sustainability, ethical practises, and regulatory compliance. These practises align with their Environmental, Social, and governance (ESG) commitments and aim to minimise environmental impacts, promote responsible sourcing, and reduce the carbon footprint of their operations.			X	
9-2.1501	Query regarding whether the 'new' North Sea power needs be kept separate from existing power and only use the new Norwich to Tilbury overhead line (e.g. or whether it matters which overhead line the 'new' North Sea power uses?)	The national transmission network is connected to power from numerous different generation sources. No specific sources of electricity are kept separate within the network.	X		X	
9-2.1502	Criticism that whilst there is no clear guidance on study areas for generators/ non-road mobile	We note the comment regarding the definition of the study area for emissions from NRMM and generators. It		X		

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	machinery (NRMM) usage, a study area of 100 m from construction compounds areas has been defined. Suggests clearer reasoning for this aspect is provided due to the Scoping Opinion not aligning with National Grid's proposal and additional assessment proposed for the Environmental Statement (ES).	is important to clarify that no specific national or industry guidance currently exists on how to define a study area for assessing air quality impacts from NRMM or generator use. As part of the assessment in Chapter 7: Air Quality of the Environmental Statement (ES) (document reference 6.7) a 100 m Study Area has been adopted based on professional judgement and experience from comparable infrastructure projects. This distance is considered sufficient to capture potential localized impacts on air quality from NRMM and generator emissions, particularly in relation to nearby sensitive receptors. We acknowledge that this approach differs from the Scoping Opinion (construction effects were initially scoped out of the assessment). However, in the absence of defined guidance, the methodology applied is considered robust and appropriate for the scale and nature of the works proposed.				
9-2.1503	In relation to the Preliminary Environmental Information Report (PEIR) Volume 1 Paragraph 11.66 (Design Proposals), suggestion that further technical clarity and certainty are required for the rationalisation and/or undergrounding of 132 kV powerlines along the reinforcement route from Norwich to Tilbury to fully assess mitigation and compensation.	The Project is taking forwards the replacement of a number of sections of existing 132 kV lattice pylon line with 132 kV underground cable. These are proposed where the particular connection is crossed but with several locations where additional distance is also replaced by underground 132 kV cable. In some cases this is to allow the route of an existing 132 kV line to be adopted for the 400 kV overhead line (examples are at Palgrave, between Offton and Bramford and at		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Haverings Grove) in others the minimum crossing requirement has been extended to reduce the potential for cumulative wire scape effects (for example to the south-east of Bramford Substation and to the west of Fuller Street). Whilst there have been requests for further rationalisation between Stowmarket and Bramford substations and between Bramford and Lawford substations there is no substantive basis to justify the additional cost of the Grid Supply Point substations that would be required to maintain electrical equivalence to the DNO network as a consequence of the Project.				
9-2.1504	Request for more information to understand which are single circuit lines and which are double circuit lines, and the resulting technical requirements for undergrounding, including numbers of cables, depth cables need to be buried at, and cable corridor width.	All newly proposed transmission routes are double circuit. To match overhead line thermal performance for a 400 kV double circuit, as many as 18 separate underground cables in six separate trenches may be needed. The standard means of installing underground cables is using open cut techniques. The 120 m width includes the temporary haul road, soil storage, pre-construction drainage areas, communications cables and typically six cable trenches for 18 cables assumed to be to a typical minimum depth of 1.2 m and suitably spaced apart to allow for the required heat dissipation between cables and circuit phases. This would be used as a baseline across the whole length of the route if it were to be undergrounded.		X		

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		Standard details for the respective aspects of the project can be seen in the Design and Layout Plans - Subs & Cables (document reference 2.6.1) and the Design and Layout Plans - Overhead Lines (document reference 2.6.2)				
Tourism						
9-2.1505	Concern about impact of the Project on tourism (generally - no location given)	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	X	X	X	
9-2.1506	Concern that the documents submitted for the Project have three study areas for the impacts of the	Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the Environmental		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Project on socio-economic, recreation, and tourism (e.g. potential and returning visitors) which have been limited to the local study area within the order limits, 1km from the local study area and the wider study area which includes the extend of the local authorities the Order Limits pass through, and suggest that there is not yet sufficient information about the supply chain area or workforce profile to justify the chosen narrow study areas (e.g. discounting East Suffolk). With this, criticism that the current submission documents do not adequately address the cumulative socio-economic impacts that nearby energy projects (including the Project) would have on East Suffolk given that the study areas do not extend to the spatial limits of the district, and suggest that the cumulative impact of the Project and other nearby projects on East Suffolk and other local authorities on how they are perceived by the public, and the consequent impact on tourism, should be considered	Statement (ES) includes an assessment of the potential impact on tourism economy within the Wider Study Area (the spatial extent of the Local Planning Authority areas where the Project crosses along with Norwich City Council, Ipswich Borough Council and West Suffolk Council); impact on access on built and other assets within the local study area; impact on access and potential visual impact on local businesses within a 3 km Study Area where visual impact is likely to be an economic consideration; and the impact of potential increased employment numbers during construction for local and non-local workers within the Wider Study Area. The economic impact of the supply chain of local businesses where visual impact is likely to be an economic consideration is not an Environmental Impact Assessment (EIA) matter (the scoping opinion given by the Secretary of State scopes it out of the ES) and therefore is not discussed in the ES. This approach is in line with other grid connection projects, including Yorkshire Green and Bramford to Twinstead Reinforcement. National Grid recognises, however, that there could be indirect economic effects to individual businesses. These potential perceived effects due to the visibility of the Project are noted in the ES, but would be subject to separate land landowner discussions and compensation arrangements.				

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		Cumulative socio-economic effects, including tourism economy and visitor accommodation bedspaces are assessed in ES Chapter 17: Cumulative Effects Assessment (document reference 6.17).				

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Visual Impacts						
9-2.1507	Concern about cumulative visual impact of the Project alongside existing overhead lines / concern about wirescape (generally - no location given)	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Networks to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in Chapter 13. The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects Assessment			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.				
9-2.1508	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE (Cable Sealing End) compounds and substations) / Concern that the Project will cause a negative impact on views (generally - no location given)	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect customers, and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				

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9-2.1509	Suggest that T-Pylons are coloured suitably to reduce visual impact (if used)	National Grid uses a standard industrial grey paint colour across the majority of its assets. It is a colour we have used for several years as it provides a sympathetic balance between pylons blending into landscapes and skylines when seen from differing views and natural lighting. The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such, consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report (available on the Project website) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-2.1510	Concern that the Project will be visible from the Suffolk and Essex Coast National Landscape and Heaths National Landscape	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, including consideration of effects on nationally designated landscapes. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The LVIA is supported by ES Appendix 13.5: National			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape.				
9-2.1511	Request for National Grid to confirm whether a Landscape and Visual Impact Assessment has been carried out for the Project / Suggest that a Landscape and Visual Impact Assessment is carried (including Offton)	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3). The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).	X		X	
9-2.1512	Criticism that it is not acceptable for National Grid or the Government or any other body to decide whose view and visual amenity should be retained and whose can be ruined	National Grid has sought to reduce, as far as practicable, impacts on visual amenity through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The ES (document reference Volume 6: Environmental Statement) follows standard methodology for			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessing the environmental effects of the Project including landscape and visual impact assessment. If the Development Consent Order (DCO) application is accepted by the Planning Inspectorate for examination, the ES will be scrutinised by the Examining Authority on behalf of the Secretary of State (SoS). The information presented within the ES is a key consideration in deciding whether to consent the Project or not. The Project position on landscape compensation for the landscape and visual impacts of the Project is set out in the ES Chapter 5 – EIA Approach and Method (document reference 6.5). Any landscape softening that does not remove or reduce a significant residual effect but seeks to off-set the effect is classed as landscape compensation. Such landscape compensation measures (e.g. creating or enhancing natural landscape features outside of the Order Limits) are considered in relation to the mitigation hierarchy but there is no requirement under policy to compensate for all residual effects. The residual effects that remain following the application of the mitigation hierarchy and any compensation provided then falls to the Planning Balance.				
9-2.1513	Landscape assessment should be carried out based on Landscape Institute, not Holford Rules and this assessment should be submitted as part of the Development Consent Order (DCO)	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA), which includes an assessment of landscape and visual effects. The approach to the LVIA follows professional guidance as		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes GLVIA3, the 2013 third edition of the 'Guidelines for Landscape and Visual Impact Assessment' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).				
9-2.1514	The Preliminary Environmental Information Report (PEIR) acknowledges that the Project will have a significant negative landscape and visual impact at both construction and operational stages over the length of the Project. This is identified as up to 1 km from the Project in many situations. The respondent considers that based on the information supplied, that significant negative impacts could occur at a greater distance than that identified	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA), which includes an assessment of landscape and visual effects. The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes GLVIA3, the 2013 third edition of the 'Guidelines for Landscape and Visual Impact Assessment' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The methodology and approach have been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The study area extends to 3 km and therefore where likely effects beyond 1 km are judged to be significant, these are reported in the LVIA. More		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		distant viewpoints up to 5 km from the Project have been considered where there is the potential for significant visual effects to arise beyond the 3 km study area, for example where there are particularly sensitive visual receptors and where topography allows more far-reaching views including long distance views from Dedham Vale National Landscape.				
9-2.1515	Concern that the Project will impact on Landscape Character Areas (LCAs) (including LCA B1: Central Essex Farmlands, LCA C5: Chelmer Valley, LCA D2: Brentwood Hills, LCA G2: Chelmsford and Environs, LCA: Broomfield etc)	National Grid has sought to reduce, as far as practicable, impacts on the landscape through routeing and siting and an ongoing iterative design process which has taken on board consultation feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		recommends appropriate mitigation measures to reduce potential effects. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA and includes an assessment of landscape and visual effects. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes GLVIA3, the 2013 third edition of the 'Guidelines for Landscape and Visual Impact Assessment' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The methodology and approach have been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. Effects on the Central Essex Farmlands, Chelmer Valley, Brentwood Hills and Chelmsford and Environs Landscape Character Areas (LCAs) are assessed in Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). Significant effects during construction and operation are identified, with direct effects likely as a result of the introduction of the Project (including the overhead line and other elements, such as the Fairstead Cable Sealing End (CSE) compounds in the Central Essex Farmlands LCA). There will be a loss of vegetation in places, including hedgerows and trees, and some riparian				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		vegetation where the overhead line crosses river banks (for example, in the Chelmer Valley LCA, at the River Chelmer near Little Waltham), though field boundary vegetation (hedgerows) will be reinstated. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition, the Limits of Deviation (LoD) allows for some flexibility during design and construction to further avoid environmental constraints that may be identified later in the Project.				
9-2.1516	Concern that the Zone of Theoretical Visibility (ZTV) mapping indicates relatively widespread theoretical visibility of the overhead line within the 3 km study area including from villages, the Public Rights of Way (PRoW) network, National Cycle Network (NCN) routes in this area, from the rural lanes and road network	The Zone of Theoretical Visibility (ZTV) is used to inform the Landscape and Visual Impact Assessment (LVIA), which includes an assessment of landscape and visual effects. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes GLVIA3, the 2013 third edition of the 'Guidelines for Landscape and Visual Impact Assessment' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The methodology and approach have been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		methodology sets out the approach to the production of the ZTVs and visualisations which accompanies the LVIA. An appraisal of the theoretical extent to which the Project will be visible has been informed by establishing a ZTV, using specific computer software designed to calculate the theoretical visibility of the above ground elements of the Project including pylons, Cable Sealing End (CSE) compounds and substations. The ZTV has been used as a starting point in the assessment to provide an indication of theoretical visibility and has been ground truthed in the field so that the assessment conclusions better represent the potential visibility of the Project. Woodland blocks have been modelled into the ZTVs, using the National Forest Inventory mapping dataset which have been assigned a height of 15 m. This is considered a conservative approach to represent the likely screening/filtering effects of mature woodland. However, the ZTVs do not consider the additional screening and filtering effects of hedgerow and field trees, small copses or more recently planted trees, woodland and hedgerows which are found in many places throughout the study area. The ZTVs also will not account for any proposed planting within Environmental Areas around CSE compounds, substations and substation extensions. Hence, whilst the ZTV indicates relatively widespread theoretical visibility, the subsequent assessment been				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		refined by additional survey work to establish likely levels of visibility that are less than those illustrated by the ZTV.				
9-2.1517	Concern that the Zone of Theoretical Visibility (ZTV) mapping identifies that there would be theoretical visibility of one or more pylons from ground level to tip from the majority of the study area (e.g. from the more elevated parts of the study area, it is identified that there would be theoretical visibility of up to 80 pylons)	The Zone of Theoretical Visibility (ZTV) is used to inform the Landscape and Visual Impact Assessment (LVIA), which includes an assessment of landscape and visual effects. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes GLVIA3, the 2013 third edition of the 'Guidelines for Landscape and Visual Impact Assessment' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The methodology and approach have been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The methodology sets out the approach to the production of the ZTVs and visualisations which accompanies the LVIA. An appraisal of the theoretical extent to which the Project will be visible has been informed by establishing a ZTV, using specific computer software designed to calculate the theoretical visibility of the above ground elements of the Project including pylons, Cable Sealing End (CSE) compounds and substations.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The ZTV has been used as a starting point in the assessment to provide an indication of theoretical visibility and has been ground truthed in the field so that the assessment conclusions better represent the potential visibility of the Project. Woodland blocks have been modelled into the ZTVs, using the National Forest Inventory mapping dataset which have been assigned a height of 15 m. This is considered a conservative approach to represent the likely screening/filtering effects of mature woodland. However, the ZTVs do not consider the additional screening and filtering effects of hedgerow and field trees, small copses or more recently planted trees, woodland and hedgerows which are found in many places throughout the study area. The ZTVs also do not account for any proposed planting within Environmental Areas around CSE compounds, substations and substation extensions. Hence, whilst the ZTV indicates relatively widespread theoretical visibility, the subsequent assessment has been refined by additional survey work to establish likely levels of visibility that are less than those illustrated by the ZTV.				
9-2.1518	Concern that the Project will impact on Visual Receptor Areas (VRAs) (including Great Leighs, Peverel's Farm, Great Waltham, Little Waltham, Chignal Smealy, Roxwell, Writtle and Chelmsford West, Edney Common, Hylands Park and Margaretting and Stock), and request for National	National Grid has sought to reduce, as far as practicable, impacts on the environment (including visual effects on receptor areas close to the Project) through routeing and siting and an ongoing iterative design process which has taken on board consultation feedback at different stages of the Project. The		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Grid to undertake assessments (details provided by respondent)	iterative design process sought to avoid areas of highest concern, for example, through changes to the route alignment or changes to construction methods. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. This includes a Landscape and Visual Impact Assessment (LVIA), which includes an assessment of landscape and visual effects. The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes GLVIA3, the 2013 third edition of the 'Guidelines for Landscape and Visual Impact Assessment' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). The				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		methodology and approach have been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. Effects on Visual Receptor Areas (including VRA F1 Great Leighs, VRA F2 Peverel's Farm, VRA F3 Great Waltham, VRA F4 Little Waltham, VRA F5 Chignal Smealy, VRA F6 Chelmsford North-West, VRA F7 Roxwell, VRA F8 Writtle and Chelmsford West, VRA F9 Edney Common, VRA F10 Hylands Park and VRA F11 Margaretting and Stock) are presented in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Significant effects on visual receptors are identified up to a distance of approximately 1.5 km from the Project. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition, the Limits of Deviation (LoDs) allows for some flexibility during design and construction to further avoid environmental constraints that may be identified later in the Project.				
9-2.1519	Concern about impact of the Project on viewpoints and visual receptors (map database provided by respondent) / Suggest that National Grid should consider the user-compiled viewpoints data of over 550 visual receptors compiled by respondent (map database provided by respondent) / Criticism that	The National Policy Statement for Electricity Networks Infrastructure (EN-5), published by the Department for Energy Security & Net Zero, recognises that new overhead lines can give rise to adverse landscape and visual impacts. It advises that The Holford Rules, guidelines for routeing of new overhead lines and a		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	viewpoints map provided by respondent at previous consultations has not been considered by National Grid	summary of the Holford Rules is provided within Appendix I22 of this report, should be embodied in proposals. National Grid has carefully considered the feedback received during 2022 and 2023 non-statutory consultations, the statutory consultation, and the subsequent targeted consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. The guidelines in the Holford Rules have therefore been adhered to wherever possible in the routeing and design development of the Project, whilst ensuring that the final design presents a balanced outcome. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment, which includes an assessment of effects on landscape and visual receptors. The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes the Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3). The LVIA is presented in the Environmental Statement Chapter 13: Landscape and Visual (document reference 6.13). The methodology and the viewpoint locations have been				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		agreed with relevant stakeholders. These viewpoints have been used to produce technical visualisations to support the LVIA and assist stakeholders, and ultimately the examining authority, to understand the likely effects of the Project on landscape character and on views from specific points experienced by visual receptors. The assessment has been prepared by qualified and experienced landscape professionals.				
9-2.1520	Concern that the Project does not align with the Visual Impact Provision (VIP) Guiding principles (2016)	National Grid's Visual Impact Provision (VIP) project makes use of Ofgem funding to reduce the impact of existing transmission lines in National Landscapes (AONBs) and National Parks in England and Wales, this is a separate initiative and does not apply to the Project.			X	
9-2.1521	Criticism that National Grid state that for most character areas that beyond 1 km "*layers of vegetation including woodland and field boundary trees would reduce intervisibility with the wider LCA*", but even with intervisibility being reduced, there is still considerable scope for visibility beyond this distance, as indicated by the Zone of Theoretical Visibility (ZTV)	A landscape and visual impact assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), and follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes GLVIA3, the 2013 third edition of the '*Guidelines for Landscape and Visual Impact Assessment*' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA includes a detailed assessment of the landscape character areas (LCA) within the agreed			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		study area along the length of the Project. The assessment considers local landscape characteristics identified through site work, desktop analysis and published landscape information. This includes consideration of aspects that contribute to typical visibility and views within each LCA, and the likely visibility of the Project within that area. Characteristics which influence intervisibility with the Project include variations in landform (for example, valleys or plateaus), landscape features (such as woodland blocks, tree lines and areas of vegetation), the elevation of the landscape in relation to the Project, etc. The Zone of Theoretical Visibility (ZTV) has been used as a starting point in the assessment to provide an indication of theoretical visibility and has been ground truthed in the field so that the assessment conclusions better represent the potential visibility of the Project. Woodland blocks have been modelled into the ZTVs, using the National Forest Inventory mapping dataset which have been assigned a height of 15 m. This is considered a conservative approach to represent the likely screening/filtering effects of mature woodland. However, the ZTVs do not consider the additional screening and filtering effects of hedgerow and field trees, small copses or more recently planted trees, woodland and hedgerows which are found in many places throughout the study area. The ZTVs also would not account for any proposed planting within				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Environmental Areas around CSE compounds, substations and substation extensions. Hence, whilst the ZTV indicates relatively widespread theoretical visibility, the subsequent assessment was refined by additional survey work to establish likely levels of visibility that are less than those illustrated by the ZTV.				
9-2.1522	Criticism that the Zone of Theoretical Visibility (ZTV) (PEIR Volume II Figure 13.8.1 to 13.8.11) demonstrates that the visibility of the proposed development, even allowing for screening elements such as topography and key blocks of vegetation, extends well beyond 3 km, and the pylons would be perceived as 9mm high in a view from 3 km	A landscape and visual impact assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), and follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes GLVIA3, the 2013 third edition of the 'Guidelines for Landscape and Visual Impact Assessment' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The methodology and approach have been agreed with relevant stakeholders, and the assessment was prepared by qualified and experienced landscape professionals. The methodology sets out the approach to the production of Zone of Theoretical Visibility (ZTV) mapping and visualisations which accompany the LVIA. The methodology also describes the LVIA study area and explains that more distant viewpoints up to 5 km from the Project have been considered where there is the potential for significant visual effects to arise			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		beyond the 3 km study area buffer that was applied to the proposed above ground infrastructure. For example, where there are sensitive visual receptors and where topography allows more far-reaching views including long distance views from Dedham Vale National Landscape. The ZTVs have been used as a starting point in the assessment to provide an indication of theoretical visibility and have been ground truthed in the field so that the assessment conclusions better represent the potential visibility of the above ground elements of the Project including pylons, Cable Sealing End (CSE) compounds and substations. Woodland blocks have been modelled into the ZTVs using the National Forest Inventory mapping dataset which have been assigned a height of 15 m. This is considered a conservative approach to represent the likely screening/filtering effects of mature woodland. However, the ZTVs do not consider the additional screening and filtering effects of hedgerow and field trees, small copses or more recently planted trees, woodland and hedgerows which are found in many places throughout the study area. Also, the ZTVs would intend not to consider any proposed planting within Environmental Areas around CSE compounds, substations and substation extensions. The ZTV of the Proposed 400 kV Overhead Line by Project Section (document reference 6.13.F8) shows the number of structures theoretically visible (within 10				

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		km in each direction). The ZTV has been prepared based on proposed pylon positions. The theoretical visibility of individual pylons has been limited to a maximum distance of 10 km because this is a reasonable, proportionate and absolute worst-case approach for ZTV modelling. In most instances, pylons are likely to be barely perceptible beyond 5 km. This is because at 5 km distance, when viewed at arm's length (when defined as 61 cm), a 50 m tall pylon would appear to be approximately 6 mm high in the landscape. This is known as the apparent height of the pylon. At 3 km, a 50 m tall pylon would appear approximately 1 cm when measured at arm's length. Whilst the ZTV indicates relatively widespread theoretical visibility, the subsequent assessment has been refined by additional survey work to establish likely levels of visibility that are less than those illustrated by the ZTV.				
9-2.1523	Criticism that there is very limited or no discussion of what mitigation measures may or may not be appropriate (in relation to landscape character) / It is understood that mitigating the impacts caused by the introduction of pylons and overhead wires would be hard or not possible; however, there could be measures to reduce adverse effects during the construction period	National Grid has sought to reduce environmental impacts (including effects on landscape character) as far as practicable through routeing, siting and an ongoing iterative design process which has considered feedback at different Project stages. The Landscape and Visual Assessment (LVIA) presented in Chapter 13: Landscape and Visual of the Environmental Statement (ES) (document reference 6.13) includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects. It identifies areas for			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		potential mitigation planting, where practical, to reduce landscape effects and visual impacts. The Outline Landscape and Ecology Management Plan (LEMP) (document reference 7.4) and Outline Code of Construction Practice (CoCP) (document reference 7.2) includes details regarding any planting proposals, and information relating to the restoration of any habitats and landscape features.				
9-2.1524	Criticism that the Preliminary Environmental Information Report (PEIR) is worded so that 2 km corridor along the route of Norwich to Tilbury somehow constitutes only a small area of harm / Criticism that consequences are being underplayed in the PEIR (e.g. the statement that "Effects on visual receptors would likely be significant (negative) within approximately 1 km of the Project" is repeated for many of the project sections)	The 2024 Preliminary Environmental Information Report (PEIR) presented at the 2024 statutory consultation included a preliminary landscape and visual impact assessment (LVIA), that followed professional guidance set out in GLVIA3, the 2013 third edition of the 'Guidelines for Landscape and Visual Impact Assessment' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The PEIR was a preliminary document and reflected the Project proposals at the time. This application is accompanied by an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations') and in consultation with the relevant local planning authorities and statutory environmental bodies. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		operation of the Project and recommends appropriate mitigation to minimise effects. Further details on the full assessment of visual effects are presented in ES Chapter 13: Landscape and Visual (document reference 6.13).				
9-2.1525	The threshold for effects on Residential Visual Amenity is quite high and has not been formally defined. Given the close proximity of various settlements to the proposed development (for example Tacolneston, Gislingham, Aldham, and Little Waltham) it is likely that at least some viewpoints could cross the residential visual amenity threshold. Such matters are not considered in the Preliminary Environmental Information Report (PEIR) and will be reserved for the full Landscape and Visual Impact Assessment (LVIA) and Environmental Statement (ES). A detailed assessment could identify a need for substantial amendments to the scheme and should be considered earlier in the design process.	National Grid has sought to reduce, as far as practicable, impacts on visual amenity through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the project. The iterative design process sought to avoid areas of highest concern, for example through changes to the route alignment and proposals for underground cables. A landscape and visual impact assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), and considers impacts on visual amenity of people living and moving around communities. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). Consideration of changes in views experienced from private residencies has also been undertaken in a Residential Visual Amenity Assessment (RVAA) as set out in Appendix 13.4: Residential Visual Amenity Assessment (document reference 6.13.A4). This includes areas within Tacolneston, Gislingham, Aldham, and Little Waltham. This assessment has			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		been informed by the approach detailed in Landscape Institute Technical Guidance Note 2/19 Residential Visual Amenity Assessment (RVAA).				
9-2.1526	The Landscape - Summary of Comments section of the Preliminary Environmental Information Report (PEIR) acknowledges that the project will have a significant negative landscape and visual impact during both construction and operational stages, extending up to 1 km from the project line in many situations. Concern as significant negative impacts could occur at a greater distance than identified, including on intangible landscape assets during the operational stage. Suggest the limited number of viewpoints and visualisations that are proposed over the length of the Project needs to be reviewed. Additionally, more assessments need to be carried out beyond 1 km from the Project in order to demonstrate assertions regarding extent of significance. Concerns the preliminary Landscape and Visual Impact Assessment (LVIA) lacks details of the agreed criteria on which the assessment judgments are based. Concern as negative effects, even if not judged significant, are likely to negatively affect the experience of receptors over a wide area, reducing aesthetic enjoyment, sense of place, history, identity, and inspiration for learning. Suggest reducing significant landscape and visual impacts at the operational stage, more use of	Cultural Heritage – A heritage viewpoint was requested and has informed the assessment of Flordon Hall and associated listed buildings. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA), which includes an assessment of landscape and visual effects resulting from the Project. The LVIA is presented in the Environmental Statement Chapter 13: Landscape and Visual of the Environmental Statement (ES) (document reference 6.13). Flordon Hall is located in Section A, in Visual Receptor Area (VRA) A4 – Newton Flotman, and Viewpoint 1.04 provides an assessment of views from Long Lane near Flordon. Major adverse and significant visual effects are recorded within 0.5 km of the overhead line alignment in VRA A4, which includes views from receptors at Flordon Hall. It is noted that whilst there is some screening and filtering from woodland blocks, the overhead line would be prominent in views. Visual effects are presented in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	undergrounding or re-routing is required, particularly in river valleys to protect valued local landscapes, long-distance rights of way, and rural amenity sites. Suggest a Valued Landscape Assessment should form part of the LVIA along the project's length to inform the future Environmental Impact Assessment (EIA). Request a substantial funded landscape compensation scheme, to offset the long-term significant negative un-mitigatable construction and operational effects on both landscape and visual receptors. Criticism as in an identified number of areas, data presentation could be improved in order to aid access and interpretation. Criticism as any previous consultation comments made with regard to landscape and visual issues have not been referenced here but should be taken as still relevant. Suggest issues relating to vegetation removal is fully quantified and identified in developing the EIA submission. Support, in regard to Babergh and Mid-Suffolk only: The alternative proposals for the Waveney Valley. Criticism that the underground cables do not go far enough					
9-2.1527	The Review of Submitted Information section in the Preliminary Environmental Information Report (PEIR) highlights that the preliminary Landscape	The Landscape and Visual Impact Assessment (LVIA) follows professional guidance, which includes GLVIA3, as set out in detail in Appendix 6.13: Landscape and		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	and Visual Impact Assessment (LVIA) follows the 'Guidelines for Landscape and Visual Impact Assessment,' Third Edition (GLVIA3, 2013). Criticism, the PEIR in Volume 3 Technical Appendices - Part 4 of 4, Appendix 13.1 and 13.2, does not appear to include details of the agreed criteria on which the assessment judgements are based. i.e., for the sensitivity (susceptibility and value) of the landscape and the visual receptors, nor for the magnitude of the effects. Criticism as it is unclear whether a preliminary judgment on significance has been made without identifying susceptibility and magnitude of effects or if this stage was completed but not shared. The project runs through the Dedham Vale National Landscape (AONB) and the Stour Valley Project Area. County, district, and local level landscape protection is no longer government policy, and few Valued Landscape Assessments have been conducted at these levels	Visual Methodology (Document Reference 6.13.A1)). This sets out the methodology and criteria on which the assessment judgements are based. Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) details the sensitivity and magnitude for each receptor assessed in detail. Judgements on landscape value have been made as part of the assessment. These value judgements have been informed by the Landscape Institute's Technical Guidance Note (TGN) 02/21 Assessing landscape value outside national designations. This defines landscape value as "the relative value or importance attached to different landscapes by society on account of their landscape qualities" (page 3). The LVIA is presented in Environmental Statement (ES) Chapter 13 Landscape and Visual (document reference 6.13).				
9-2.1528	The Review of Submitted Information section in the Preliminary Environmental Information Report (PEIR) highlights that the preliminary Landscape and Visual Impact Assessment (LVIA) follows the 'Guidelines for Landscape and Visual Impact Assessment,' Third Edition (GLVIA3, 2013). Criticism, the PEIR in Volume 3 Technical Appendices - Part 4 of 4, Appendix 13.1 and 13.2, does not appear to include details of the agreed	The Landscape and Visual Impact Assessment (LVIA) follows professional guidance, which includes GLVIA3, as set out in detail in Appendix 6.13: Landscape and Visual Methodology (document reference 6.13.A1). This sets out the methodology and criteria on which the assessment judgements are based. Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) details the sensitivity and magnitude for each receptor assessed in detail.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	criteria on which the assessment judgements are based. i.e., for the sensitivity (susceptibility and value) of the landscape and the visual receptors, nor for the magnitude of the effects. Criticism as it is unclear whether a preliminary judgment on significance has been made without identifying susceptibility and magnitude of effects or if this stage was completed but not shared. The Project runs through the Dedham Vale National Landscape (AONB) and the Stour Valley Project Area. County, district, and local level landscape protection is no longer government policy, and few Valued Landscape Assessments have been conducted at these levels	Judgements on landscape value have been made as part of the assessment. These value judgements have been informed by the Landscape Institute's Technical Guidance Note 02/21 Assessing landscape value outside national designations. This defines landscape value as "*the relative value or importance attached to different landscapes by society on account of their landscape qualities"* (page 3). The LVIA is presented in Environmental Statement (ES) Chapter 13 Landscape and Visual (document reference 6.13).				
9-2.1529	The Policy section (1.6.3) of the Preliminary Environmental Information Report (PEIR) discusses the National Policy Statement (NPS) for Electricity Networks Infrastructure (EN-5) from November 2023. Support the emphasis on the importance of the mitigation hierarchy in Critical National Policy projects, including onshore electricity networks. Paragraph 2.16 states that applicants must show how any likely significant negative effects would be avoided, reduced, mitigated, or compensated for, following the mitigation hierarchy, and encourages early application of this hierarchy. Concern that while the government's presumption is for overhead lines for onshore power lines,	As noted, the National Policy Statement (NPS) for Electricity Networks Infrastructure (EN-5) from November 2023 acknowledges that *"in practice new overhead lines can give rise to adverse landscape and visual impacts"* (paragraph 2.9.7). A detailed assessment of the potential for significant adverse landscape and visual impacts has been undertaken and is presented in Environmental Statement (ES) Chapter 13 Landscape and Visual (document reference 6.13). Mitigation around substations, substation extensions and CSE compounds is detailed in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). National Grid has committed to a 3:1 replacement for individual trees and		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Paragraph 2.9.7 of NPS EN-5 acknowledges that new overhead lines can cause adverse landscape and visual impacts. Paragraph 1.1.12 of the PEIR recognises the need for environmental compensation beyond Biodiversity Net Gain (BNG), stating that land would be required for mitigation, compensation, and enhancement of the environment, including BNG	individual trees within groups. The tree planting strategy will prioritise replanting within the Order Limits, although offsite provision may be required. Offsite tree planting is considered to be landscape compensation. Further detail is provided in the Outline LEMP (document reference 7.4). Additional planting may be considered within the Order Limits at detailed design stage, in locations such as around Tilbury North Substation and the permanent access roads to the East Anglia Connection Node (EACN) substation and Tilbury North Cable Sealing End (CSE) compounds. In addition to the Environmental Impact Assessment (EIA), National Grid has committed to delivering 10 % Biodiversity Net Gain (BNG) with environmental and societal benefits. Full details on the BNG assessment and approach to onsite mitigation and offsite enhancement has been included within the Biodiversity Net Gain Report (document reference 7.1). The BNG commitment for the Project is currently voluntary and aligned with our corporate sustainability commitment.				
9-2.1530	The Landscape Value section (1.6.4) discusses the preferred alignment for the Norwich to Tilbury route, which is substantially planned through rural landscapes. The default preferred alignment, as promoted by the Holford Rules, is to avoid routing close to residential areas as far as possible on grounds of general amenity. This is interpreted to include individual rural properties and avoiding protected heritage assets.	The National Policy Statement for Electricity Networks Infrastructure (EN-5), published by the Department for Energy Security & Net Zero (DESNZ), recognises that new overhead lines can give rise to adverse landscape and visual impacts. It advises that The Holford Rules, guidelines for routeing of new overhead lines, should be embodied in proposals. National Grid has carefully considered the feedback received during 2022 and 2023 non-statutory consultations, the statutory		X		

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	Concern as while nationally protected landscapes and their settings benefit from proposed cabling being substantially undergrounded, the remaining undeveloped landscapes along the route are not generally identified as constraints for alignment, even though some of these landscapes have strong local character. Many of these landscapes have value at a local level but do not have the benefit of local landscape designation, as this approach is not preferred policy at a national level and has not been for several decades. Successive Local Plans have discarded local protections. Lack of local landscape designation does not imply a lack of landscape qualities or value. The current Holford Rules advise choosing routes that minimise the effect on Special Landscape Areas, areas of Great Landscape Value, and other similar designations of County, District, or Local value. Criticism as, districts that adhere to national policy on local landscape protection and base their policy on local landscape character assessments rather than designation are effectively penalised by this advice. The Holford Rules appear to have been last updated in the 1990s and seem to be at odds with current general national landscape policy and guidance. The treatment of undesignated landscapes as blank space is compounded by adherence to Rule 5 of the Holford Rules, which states that high voltage overhead transmission lines should be kept	consultation and targeted consultations, the alternatives available, and other factors including relevant duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. The guidelines in the Holford Rules have therefore been adhered to wherever possible in the routeing and design development of the Project, whilst ensuring that the final design presents a balanced outcome. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA, which includes an assessment of landscape and visual effects. The approach to the LVIA follows professional guidance as set out in Appendix 6.13: Landscape and Visual Methodology (document reference 6.13.A1). This includes GLVIA3, the 2013 third edition of the 'Guidelines for Landscape and Visual Impact Assessment' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA is presented in ES Chapter 13 Landscape and Visual (document reference 6.13). The methodology has been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The document sets out all data sources used to inform the baseline and the assessment of landscape effects.				

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	as far as possible from smaller lines, converging routes, and other poles, masts, wires, and vales to avoid a concentration or 'wirescape.' This has the perverse effect of distributing adverse impacts over a wider area of unspoiled countryside rather than containing them in a narrower corridor. While existing landscape character assessments in the region may have some analysis of value, criticism as such data is not necessarily consistent with the current understanding of valued landscapes. It does not necessarily reflect the current understanding of landscape in terms of sense of place and identity, cultural heritage, artistic inspiration, sustainability, nor mirror current policy	This includes a range of detailed landscape character sources from national to local level, and designated landscape publications, including: - Natural England's National Character Area profiles (Natural England, 2014) - Natural England's National Historic Landscape Characterisation (NHLC) Project - East of England Landscape Typology (Landscape East, 2010) - South Norfolk District LCA (LUC, 2001) - Suffolk LCA (Suffolk County Council, 2010) - Tendring District LCA (LUC, 2001) - Colchester Borough LCA (CBA, 2005) - Braintree, Brentwood, Chelmsford, Maldon and Uttlesford LCAs (CBA, 2006) - Essex LCA (CBA, 2003) - LCA of Basildon Borough (The Landscape Partnership, 2014) - Thurrock Landscape Capacity Study (CBA, 2005) - Land of the Fanns, LCA (Alison Farmer Associates, 2016) - Waveney Valley Valued Landscape Assessment (Alison Farmer Associates, 2024) - The Dedham Vale Landscape (LDA for the Countryside Commission, 1997) - Dedham Vale AONB Natural Beauty and Special Qualities and Perceived and Anticipated Risks (Alison Farmer Associates, 2016)				

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		- Dedham Vale AONB and Stour Valley Project Area1 Management Plan (Dedham Vale National Landscape and Stour Valley Project Area Partnership, 2021-26) - Dedham Vale AONB and Stour Valley Project Area State of the AONB Report 2018 (LUC, 2019) In areas where might be a convergence, the Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable and also to remove some sections of 132 kV overhead line to rationalise the network and reduce potential for wirescape.				
9-2.1531	The Landscape Institute produced guidance in 2021 on how to assess landscape value. This guidance clarifies that landscape value is the relative value or importance attached to different landscapes by society based on their landscape qualities. Suggest that an up-to-date assessment of landscape value along the proposed swathe is necessary to understand the valued landscapes and what will be lost in the process of creating a substantially overhead cable route in the east of England. Suggest that a valued landscape assessment should be part of the Landscape and Visual Impact Assessment (LVIA) carried out through the future Environmental Impact Assessment (EIA)	The Landscape and Visual Impact Assessment (LVIA) follows professional guidance, which includes GLVIA3, as set out in detail in Appendix 6.13: Landscape and Visual Methodology (document reference 6.13.A1). This sets out the methodology and criteria on which the assessment judgements are based. Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) details the sensitivity and magnitude for each receptor assessed in detail. Judgements on landscape value have been made as part of the assessment. These value judgements have been informed by the Landscape Institute's Technical Guidance Note 02/21 Assessing landscape value outside national designations. This defines landscape value as "the relative value or importance attached to different landscapes by society on account of their landscape qualities" (page 3). The LVIA is presented in		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Environmental Statement (ES) Chapter 13 Landscape and Visual (document reference 6.13).				
9-2.1532	The Visual Assessment – General section (1.6.7) of the Preliminary Environmental Information Report (PEIR) discusses the preliminary Landscape and Visual Impact Assessment (LVIA). The assessment is supported by 89 Photographic Viewpoints and Wireline visualisations, including Landscape, Visual, and Heritage. Criticism as this number is insufficient for a scheme of this size, where significant negative landscape and visual effects are anticipated over a minimum width of 1 km from the project line in both directions. This effectively means one viewpoint every 4 km on alternating sides of the scheme, which is inadequate to capture and demonstrate the scale of effects on local landscapes and receptors. Suggest all the additional potential viewpoints shown on Figures 13.7 Landscape and Visual Receptors should also be assessed as well as in those places mentioned elsewhere in this text, for example, between the 1-1.5Km distance where the question of significance of effect is debated. Suggest several issues that need to be resolved before the Environmental Statement (ES) is submitted: Some location labelling on the visualisations is non-specific, lacking road names or Public Rights of Way (PRoW) numbers.	The viewpoints requested by the Local Planning Authorities were considered and the majority are included in the Environmental Statement (ES) (106 viewpoints in Essex, 206 viewpoints in total). The viewpoint assessment is set out in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Baseline photography was captured from all assessment viewpoints and is shown alongside visualisations of the Project on Figures 7.12.F1 to 7.12.F206 (document reference 7.12). The locations of all viewpoints are shown on Figure 13.7; Landscape and Visual – Visual receptors and Viewpoints. This includes a number of viewpoints located between 1-1.5 km. Updated visualisations have been prepared to accompany the Environmental Impact Assessment (EIA) (document reference 7.12). These have all been prepared using ordnance survey 1:25,000 base maps for the location maps and files are clearly named and figures clearly labelled to facilitate reader understanding and legibility. The Landscape and Visual Impact Assessment (LVIA) follows professional guidance, which includes GLVIA3, as set out in detail in Appendix 6.13: Landscape and Visual Methodology (document reference 6.13.A1). This sets out the methodology and criteria on which the assessment judgements are based. Appendices		X		

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	Some location maps for the viewpoint visualisations use a satellite base instead of an Ordnance Survey (OS) base, making them hard to read, especially in the field. The visual receptor maps are very small-scale (1:50,000), making them difficult to read in the field. Suggest that the viewpoints be identified on a 1:10,000 baseline (as in the Proposed Project Design Maps i.e., Figures 4.1) Suggest wireline visualisations should be labeled by route section and/or district to make it easier to tell which section of the route they relate to before opening. The preliminary LVIA does not include details of the agreed criteria for assessment judgments, such as the sensitivity (susceptibility and value) of the landscape and visual receptors, or the magnitude of the effects (Without details of these criteria, it is hard to appraise whether the impacts are significant or not). Suggest indicative layouts and elevations for the Substation Extension Compounds (SECs) and Electrical Area Control Network (EACN) to assist with conveying their scale. The file sizes and document formatting make viewing and analysing the plans difficult and time-consuming. Suggest an alternative approach to plan formatting should be considered	13.2: Landscape Baseline and Assessment (document reference 6.13.A2) and 13.3 Visual Baseline and Assessment (document reference 6.13.A3) detail the sensitivity and magnitude for each receptor assessed in detail. Layouts and elevations for the Cable Sealing End (CSE) compounds and EACN substation are provided in the Works Plans (document reference 2.3). Concerns noted regarding file sizes and document formatting and every effort has been made to ensure that documents are as accessible as possible.				

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9-2.1533	The project runs through two National Character Areas (NCAs) within the Essex authorities (excluding Thurrock for the purpose of this response): - NCA 86 South Suffolk and North Essex Clayland - NCA 111 Northern Thames Basin Additionally, the project runs through several East of England Landscape Typologies: - Valley Settled Farmlands - Valley Meadowlands - Plateau Estate Farmlands - Wooded Hills and Ridges - Wooded Plateau Farmlands - Lowland Settled Claylands Concern as despite the scale of the project, it appears that the effects on national or regional landscape character have not been assessed. Query this approach, as the proposal is identified as having significant negative landscape effects along the approximately 159 km of new overhead line.	The detailed assessment of impacts on the National Character Areas (NCAs) and East of England Landscape Typologies noted is presented in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2).		X		
9-2.1534	The Essex Landscape Character Assessment (2003) identifies one Landscape Character Type (LCT) along the project line in Brentwood and Basildon and 4 LCTs along the Project line covering the district of Braintree. The Landscape Character Assessment of Basildon Borough (2014)	The detailed assessment of impacts on Landscape Character Type (LCT) is presented in the Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2).		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	identifies six Landscape Character Areas (LCAs) along the project line in Brentwood and Basildon. The preliminary Landscape and Visual Impact Assessment (LVIA) suggests that significant effects would likely be substantially limited to within 1 km of the project, generally at both construction and operational stages. While this is likely to be the case at the construction stage, concern as it is not accepted that this would be the case at the operational stage, where the outcome is generally an overhead line with 50 m pylons as opposed to undergrounding, and where intervisibility is quite high	The methodology and approach to the assessment have been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The study area extends to 3 km and therefore where likely effects beyond 1 km are judged to be significant, these are reported in the Landscape and Visual Impact Assessment (LVIA).				
9-2.1535	The visualisations show that the landscapes affected by the project in Brentwood, Chelmsford and Braintree are often undeveloped, rural areas where intervisibility is quite high due to large-scale flat or gently undulating landscapes. Concern as this means that the pylons and overhead wires create a perceived industrialisation of the countryside, significantly affecting areas up to 2 km away. These landscapes often lack existing significant detractors. Even where the effects are deemed not significant, the character of the landscape is changed over a much wider area. The proposed overhead lines reduce the provision of what Guidelines for Landscape and Visual Impact Assessment (GLVIA3) (Page 18. Para 2.11) describes as	A number of visualisations are provided within/around the Brentwood, Chelmsford and Braintree areas (document reference 7.12). As noted, GLVIA3 (the 2013 third edition of the 'Guidelines for Landscape and Visual Impact Assessment' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment) has been used to inform the assessment as detailed in Appendix 6.13: Landscape and Visual Methodology (document reference 6.13.A1). The methodology has been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The assessment takes account of the points noted in the guidance.		X		

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	opportunities for aesthetic enjoyment, a sense of place and history contributing to individual, local, national, and European identity, and inspiration for learning, art, and other forms of creativity					
9-2.1536	Within the Essex Landscape Character Assessment (2003), Landscape Character Area (LCA) D2: Brentwood Hills, the assessment states its semi-enclosed nature, characterised by undulating hills and ridges, numerous woodlands, frequent hedgerow trees, and a patchwork of small irregular pasture and arable fields. Concern as the impact of this could potentially cause effects extending beyond 1 km	A detailed assessment of the effect on LCA D2: Brentwood Hills is provided in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). The assessment concludes that there will be major and significant (adverse) effects within 0.5 km during construction and year 1 and year 15 of operation, and moderate and significant (adverse) effects between 0.5 km and 1.5 km during construction and year 1 and year 15 of operation, reducing to minor and not significant beyond 1.5 km for all stages of the Project assessed.		X		
9-2.1537	Landscape Character Area (LCA) D2: Brentwood Hills is described as semi-enclosed in the Essex Landscape Character Assessment (2003) and is characterized by undulating hills/ridges, numerous woodlands, frequent hedgerow trees, and a patchwork of small irregular pasture/arable fields. Concern that severance of these elements could potentially cause effects beyond 1 km	A detailed assessment of the effect on LCA D2: Brentwood Hills is provided in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). The assessment concludes that there will be major and significant (adverse) effects within 0.5 km during construction and year 1 and year 15 of operation, and moderate and significant (adverse) effects between 0.5 km and 1.5 km during construction and year 1 and year 15 of operation, reducing to minor and not significant beyond 1.5 km for all stages of the Project assessed.		X		

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9-2.1538	The Landscape Character Assessment of Basildon Borough (2014) identifies several Landscape Character Areas (LCAs) along the project line in Brentwood and Basildon. The assessment provides the following insights: - LCA 9: Upper Crouch Valley Farmlands: The limited presence of this LCA within proximity to the project means the effects are negative but not likely significant. - LCA 10: East Billericay Wooded Hills and Ridges: Due to the proximity of the project and intervening urbanisation in Billericay, there will likely be no effect on this LCA. - LCA 11: West Billericay Wooded Farmlands: Suggest the effects of removing riparian vegetation, arable hedgerows, and hedgerow trees are likely to extend further than 1 km. - LCA 12: Burstead Sloping Farmland: The open agricultural plateau provides the elevated setting of St Mary's Church, Little Burstead, a notable landmark located over 1 km from the draft Order Limits (DOL). Criticism as the landscape effects will not be limited to 1 km as stated. - LCA 13: Dunton Settled Claylands: The LCA is wholly impacted by the project and extends beyond 1 km. Concern as the extensive works proposed, including undergrounding and diversions, the effects during construction are	A detailed assessment of the effects on the Landscape Character Areas (LCAs) noted is provided in ES Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). The assessment conclusions are as follows: - LCA 9: Upper Crouch Valley Farmlands: as per comment. - LCA 10: East Billericay Wooded Hills and Ridges: as per comment. - LCA 11: West Billericay Wooded Farmlands: the assessment concludes that the effects within 0.5 km will be moderate and significant (adverse) within 0.5 km and between 0.5 and 1.5 km during construction, operation year 1 and operation year 15. Beyond 1.5 km the effects will be minor and not significant for all stages of the project assessed. - LCA 12: Burstead Sloping Farmland: the assessment concludes that the effects within 0.5 km will be major and significant (adverse) within 05 km and moderate and significant (adverse) between 0.5 and 1.5 km during construction, operation year 1 and operation year 15. Beyond 1.5 km the effects will be minor and not significant for all stages of the project assessed. - LCA 13: Dunton Settled Claylands: the assessment concludes that the effects within 0.5 km will be moderate-major and significant (adverse) within 0.5 km, between 0.5-1.5 km and		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	considered significant (negative) beyond 1 km. Concern as existing detracting elements within the small LCA, the effects of landscape feature removal are more significant than stated. - LCA 14: Langdon Hills: Due to the proximity of the project to the LCA, operational effects are likely negative but not significant. Concern as the construction effects are considered significant due to the presence of Langdon Nature Reserve and the impact on hedgerow connections to the wider landscape	beyond 1.5 km during construction. Once operational, effects will be moderate and significant (adverse) within 0.5 km, between 0.5-1.5 km and beyond 1.5 km during operation year 1 and operation year 15. - LCA 14: Langdon Hills: the assessment concludes that the effects within 0.5 km will be moderate-major and significant (adverse) within 0.5 km, minor and not significant (adverse) between 0.5-1.5 km and negligible and not significant beyond 1.5 km during construction. Once operational, effects will be minor and not significant (adverse) within 0.5 km and between 0.5-1.5 km during operation year 1 and operation year 15, and negligible and not significant beyond 1.5 km at operation year 1 and operation year 15.				
9-2.1539	The preliminary Landscape and Visual Impact Assessment (LVIA) identifies Section G, which covers the project line broadly between Ingatestone in the north and Basildon to the southeast. The Zone of Theoretical Visibility (ZTV) mapping indicates limited widespread theoretical visibility of the overhead line within the 3 km study area, including from villages, the Public Rights of Way (PRoW) network, National Cycle Network routes, rural lanes, and the road network. Concern as this suggests localised potential negative landscape and visual effects due to significant urban settlement limiting intervisibility.	A detailed assessment of effects in Section G is provided in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The assessment acknowledges that there will be significant effects as a result of the Project.		X		

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	The study also identifies that there would be theoretical visibility of one or more pylons from ground level to tip from the majority of the study area. From more elevated parts of the study area, such as Little Burstead, there would be theoretical visibility of up to 80 pylons. Criticism as this highlights the widespread potential negative landscape and visual effects of the scheme					
9-2.1540	The preliminary Landscape and Visual Impact Assessment (LVIA) groups the viewpoints where visual receptors have been grouped according to Visual Receptor Areas (VRAs). These VRAs have been identified based on geographical location, shared landscape characteristics, and similarity in the nature of views. While this pragmatic approach is understandable given the large project area, concern that clarity and detail may have been lost as a result. It is expected that the groupings might follow the landscape character areas (LCAs) or types more closely. Brentwood falls substantially within VRA G. Criticism as VRA G6 Basildon has not been correctly identified on the viewpoint map, and VRA H2 has been labelled twice. Therefore, the northernmost VRAH2 on the map has been reviewed as described in the Baseline Table as VRA G6	The comments on the methodology are noted. GLVIA3 (the 2013 third edition of the 'Guidelines for Landscape and Visual Impact Assessment' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment) has been used to inform the assessment as detailed in Appendix 6.13: Landscape and Visual Methodology (document reference 6.13.A1). The methodology has been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The location of VRA G6 Basildon is shown on Figure 13.7 – Landscape and Visual – Visual Receptors and Viewpoints Page 12 of 13. The location of VRA H2 Horndon on the Hill is shown on Figure 13.7 – Landscape and Visual – Visual Receptors and Viewpoints Page 13 of 13. The detailed assessments are presented in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3).		X		

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9-2.1541	For a project of this scale with significant negative effects on landscape and visual receptors, criticism, that using only two viewpoints to represent the effects on local receptors at 'G1 Ingatestone and Fryerning' is insufficient. Additionally, site visit assessments identified the area around Padham's Green as offering wide, long-distance views across a generously wooded horizon with no detracting elements. Notwithstanding this, the respondent can accept that beyond 1.5 km, construction effects will be reduced. However, operation effect could potentially extend beyond 1.5 km and the respondents would therefore recommend viewpoint from beyond 1.5 km to confirm or rule this out	The following representative viewpoints have been used to inform the assessment of effects on VRA G1 Ingatestone and Fryerning (Section G): - Viewpoint 6.10 St Peter's Way, east of Millgreen Common (Figure 7.12.F166) (document reference 7.12) - Viewpoint 7.01 Ingatestone Road, Buttsbury (Figure 7.12.F183) (document reference 7.12) - Viewpoint 7.02 Old Church Lane, Mountnessing Hall (Figure 7.12.F184) (document reference 7.12) - Viewpoint 7.09 PRoW near Ingatestone Hall (Ingatestone and Fryerning 39) (Figure 7.12.F191) (document reference 7.12) - Viewpoint 7.11 Church Road, East of Mountnessing (Figure 7.12.F193) (document reference 7.12) The detailed assessment is presented in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This concludes that, during construction, effects with be major and significant (adverse) within 0.5 km, moderate and significant (adverse) between 0.5-1.5 km, and minor and not significant (adverse) beyond 1.5 km. Once operational, effects will be major and significant (adverse) within 0.5 km, moderate and significant (adverse) between 0.5-1.5 km, and minor and not significant (adverse) beyond 1.5 km.		X		

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9-2.1542	Photography for Viewpoint 7.01 Buttsbury identifies close-range views of the pylon structures from the local road and Public Rights of Way (PRoW) network. Further assessment has highlighted the significance of effects on the amenity setting for The Parish Church of St Mary, Buttsbury, where the church and a pylon will be viewed within the same field of view for a prolonged period while using the local road and PRoW network. For Viewpoint 6.10 St Peter's Way, there are consistent views on the approach to the viewpoint, particularly from the edge of Millgreen common looking east from the PRoW network. Here, long-distance pasture views toward a well-wooded horizon are available and would incorporate the project. It is accepted that it is unlikely to gain views of the project from beyond 1.5 km west due to extensive woodland coverage and urbanized development G1 Ingatestone and Fryerning: This Visual Receptor Area (VRA) is located west of the Project, broadly between Mill Green and Hutton. Representative viewpoints are identified as: - Viewpoint 6.10 St Peter's Way - Viewpoint 7.01 Buttsbury	Comments on the assessment are noted.		X		
9-2.1543	The G2 Billericay West Visual Receptor Area (VRA) is located to the east of the project, encompassing the north and west of Billericay and the surrounding farmland and woodland. Criticism	Viewpoint 7.04 Tye Common Road, Tye Common (Figure 7.12.F186) (document reference 7.12) has been used to inform the assessment of effects on the G2 Billericay West Visual Receptor Area (VRA). The		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	that there are no representative viewpoints within this area. While much of this area is unlikely to provide views of the project due to urbanised development, long views are possible over open farmland. Concern as the Public Rights of Way (PROW) network is confined by hedgerows and tree belts, but a viewpoint from footpath Billericay 11 where views beyond 1 km are possible across the open agricultural landscape and from VP 7.04 potential viewpoint as identified on the viewpoint map is welcomed	detailed assessment of the G2 VRA is provided in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3).				
9-2.1544	The G3 Brentwood East Visual Receptor Area (VRA) is located west of the project, encompassing the neighbourhood of Hutton in the Brentwood District and extending to Hall Wood in the south. The sole representative viewpoint within this area is Viewpoint 7.03 Hutton. It is accepted that views are unlikely to be obtained beyond 1 km west of the project within this area. Suggest, further assessment of footpath Brentwood 76 to confirm this	The detailed assessment of Visual Receptor Area (VRA) G3 Brentwood East is provided in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This considers effects on communities, road users and recreational receptors, including users of Public Rights of Way (PRoW). Viewpoint 7.03 Church Lane, Hutton (Figure 7.12.F185) (document reference 7.12) has been used to inform the assessment of effects on the G3 Brentwood East VRA. The inclusion of an additional viewpoint on footpath Brentwood 76 was not considered necessary to inform the assessment of effects on visual receptors.		X		
9-2.1545	Viewpoint 7.08 Dunton Hills Garden Village (DHGV) is taken from within the proposed development, which is currently private land. Therefore, an alternative viewpoint was assessed,	Viewpoint 7.08 Dunton Hills Farm (Dunton Garden Village) (Figure 7.12.F190) (document reference 7.12) is located within Visual Receptor Area (VRA) G4 Ingrave and Herongate. The Viewpoint is		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	located northeast further toward the project line. This elevated open location offers views of the London City skyline, approximately 30 km away. Criticism as this implies that reciprocal views may be possible from beyond 1 km west of the project, and thus, it is disagreed that the effects are limited to 1 km	representative of people living and moving within Dunton Garden Village and people using the local PRoW network. It is also close to a Grade II listed farm. The assessment of effects on VRA G4 concludes that during construction, operation year 1 and operation year 15 there will be major and significant (adverse) effects within 0.5 km, reducing to moderate and significant (adverse) between 0.5-1.5 km, and minor and not significant (adverse) beyond 1.5 km.				
9-2.1546	Concern as viewpoint 7.06 Thorndon Country Park is located approximately 2 km from the project. While the current view includes some industrial elements in the far distance, the project is likely to increase the intensity of these elements, and the effects are still considered significant	As noted, Viewpoint 7.06: Octagon Plantation, Thorndon Country Park is located 2 km from the Project. It is located within Visual Receptor Area (VRA) G4 Ingrave and Herongate. The Viewpoint is representative of people walking along the local Public Right of Way (PRoW) network and within Thorndon Country Park South. It is located within Thorndon Park Conservation Area, Thorndon Hall Registered Park and Garden (RPG) and near Old Thorndon Hall and Gardens Scheduled Monument. The assessment of effects on VRA G4 concludes that during construction, operation year 1 and operation year 15 there will be major and significant (adverse) effects within 0.5 km, reducing to moderate and significant (adverse) between 0.5-1.5 km, and minor and not significant (adverse) beyond 1.5 km.		X		
9-2.1547	The G5 Little Burstead Visual Receptor Area (VRA) is located east of the project, nestled between the southern edge of Billericay and the northern edge of Basildon. The sole representative viewpoint	Comments on the assessment are noted.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	within this area is Viewpoint 7.05 Little Burstead. It is accepted that views are unlikely to be obtained from beyond 1.5 km, and therefore, the significance of the impact will likely reduce beyond this distance					
9-2.1548	The G6 Basildon Visual Receptor Area (VRA) is located east of the project, encompassing the eastern edge of Basildon. There are no representative viewpoints within this area. Much of the area is covered by urbanized development, and it is agreed that beyond 1 km, the effects are less likely to be significant due to a reduction in perceptibility	Comments on the assessment are noted.		X		
9-2.1549	Concern in relation to specific Landscape Character Types (LCTs), Landscape Character Area (LCA) B1: Central Essex Farmlands, about the operational effect of the project, questioning whether the significant negative impact would be limited to areas within 1 km as stated. The presence of 50 m high pylons and overhead lines is likely to affect the sense of rurality and tranquility, which are key characteristics of this LCA. Concern as large areas of woodland and riparian vegetation will be permanently reduced in height at T109, where the project crosses the River Brain. Criticism with the assessment's conclusion that this reduction would not affect the underlying scale or predominant landcover of the LCA. Clarification is	A detailed assessment of the effects on the Landscape Character Areas (LCAs) noted is provided in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). The assessment concludes that for LCA B1: Central Essex Farmlands, the effect will be major and significant within 0.5 km during construction, year 1 of operation and year 15 of operation. Between 0.5-1.5 km the effect will reduce to moderate and significant for all stages assessed. Beyond 1.5 km the effects will be minor-moderate and not significant during construction, and minor and not significant at year 1 and year 15 of operation. As noted, there would be disturbance to woodland, and the loss of some field boundary hedgerows,		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	required on the extent of the proposed removal, as this would also impact the neighbouring LCA C6. Furthermore, the areas of Terling and Fairstead are noted for having more frequent hedgerow trees compared to the rest of the LCA, making them more sensitive to change	hedgerow trees, field trees and riparian vegetation associated with the River Brain. This is detailed in Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6). The landscape assessment concludes that, during construction, there will be a major and significant effect on LCA C6: Blackwater and Brain Valley within 0.5 km, reducing to moderate and significant between 0.5-1.5 km, and minor and not significant beyond 1.5 km. Once operational, effects will be major and significant within 0.5 km at year 1 and year 15 of operation, reducing to moderate and significant between 0.5-1.5 km at year 1 and year 15, and minor and not significant beyond 1.5 km at year 1 and year 15.				
9-2.1550	Query within Landscape Character Area (LCA) B4: Gosfield Wooded Farmland whether the significant negative impact would be limited to areas within 1 km, as the presence of 50 m high pylons and overhead lines is likely to affect the sense of rurality and tranquillity beyond this distance. Criticism as although reinstatement is proposed, the effect on the LCA would be significant (negative) only within approximately 1 km of the draft Order Limits (DOL) during construction. The strong sense of enclosure owed to frequent hedgerow trees is highlighted, and the fragmentation of long sinuous hedgerows and reduction in hedgerow trees could have a wider	A detailed assessment of the effects on the Landscape Character Areas (LCAs) noted is provided in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). The assessment for B4: Gosfield Wooded Farmland concludes that, during construction, effects will be moderate and significant within 0.5 km and between 0.5-1.5 km. Beyond 1.5 km effects during construction will be minor and not significant. Once operational, effects will be moderate and significant at year 1 and year 15 within 1.5 km and between 1.5-1.5 km, and minor-moderate and not significant beyond 1.5 km. Within the LCA there would be the loss of some boundary hedgerows and hedgerow trees alongside		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	impact. Request clarification on the extent of removals	fields and roads including the A120, rural lanes such as Old Road, and field trees, which are noted as a key characteristic of the LCA, and are listed in Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6).				
9-2.1551	Concern within Landscape Character Area (LCA) C6: Blackwater and Brain Valley about the operational effect of the project, whether the significant negative impact would be limited to areas within 1 km, as the presence of 50 m high pylons and overhead lines is likely to affect the character of the valley floor. Dense riparian vegetation, which is a key characteristic of this LCA, could be fragmented, potentially posing a wider impact on the landscape character	A detailed assessment of the effects on the Landscape Character Areas (LCAs) noted is provided in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). The assessment for LCA C6: Blackwater and Brain Valley concludes that, during construction, there will be major and significant effects within 0.5 km, reducing to moderate and significant between 0.5-1.5 km and minor and not significant beyond 1.5 km. Once operational, effects will be major and significant within 0.5 km at year 1 and year 15, reducing to moderate and significant between 0.5-1.5 km at year 1 and year 15, and reducing further to minor and not significant beyond 1.5 km.		X		
9-2.1552	The Visual Assessment in section 3.3.2 discusses the theoretical visibility of the project. The preliminary Landscape and Visual Impact Assessment (LVIA) identifies Section E, covering the project line between Coggeshall in the northeast and Terling to the southwest. The Zone of Theoretical Visibility (ZTV) mapping indicates widespread theoretical visibility of the overhead line within the 3 km study area, including from villages, the Public Rights of Way (PROW)	A detailed assessment of the effects on visual amenity is provided in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The assessment considers Public Rights of Way (PRoW), National Cycle Network (NCN) routes, rural lanes, the public road network and the visibility of the Cable Sealing End (CSE) compounds is also assessed.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	network, National Cycle Network routes, rural lanes, and the road network. This highlights the potential negative landscape and visual effects of the scheme. Concern as the study notes that there would be theoretical visibility of one or more pylons from ground level to tip from most of the study area. From more elevated parts, up to 80 pylons could be visible, further emphasising the widespread potential negative effects. The theoretical visibility of the Cable Sealing End (CSE) compound west of White Notley is identified as relatively widespread within approximately 1 km of the project line, with more intermittent visibility between 1 km and 3 km					
9-2.1553	Within the Visual Receptors and Groupings in section 3.3.2.2, the preliminary Landscape and Visual Impacts Assessments (LVIA) groups the viewpoints where visual receptors have been grouped according to Visual Receptor Areas (VRAs). These areas are identified based on geographical location, shared landscape characteristics, and similarity in the nature of views. Concern as while this approach is pragmatic given the large project area, clarity and detail may have been lost. Suggest that the groupings should follow the LCAs or types more closely	Comments on methodology noted. A detailed assessment of the effects on visual amenity is provided in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The assessment has used Visual Receptor Areas (VRAs). A detailed assessment of the effects on the Landscape Character Areas (LCAs) is provided in ES Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2).		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1554	Visual Receptor Area (VRA) E5 is not present on the Visual Receptors map (Fig. 13.7 p8). Criticism two VRAs have been mislabelled within Table A 13.2.1 - Visual Baseline and Preliminary Assessment (Section E). For this review, Black Notley & White Notley has been assessed as E6 and Terling & Chipping Hill as E7	Visual Receptor Area (VRA) E5: Black Notley & White Notley is shown on Figure 13.7 – Landscape and Visual – Visual Receptors and Viewpoints (Page 10 of 13). A detailed assessment of the effects on visual amenity, including VRA E5 black Notley and White Notley, and VRA E6 Terling and Witham, is provided in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). There is no VRA E7.		X		
9-2.1555	At operation, it is identified that within approximately 0.5 km of the Project, there would be close views of the overhead line from the local road and Public Rights of Way (PROW) network and the A1230. Concern as the assessment notes these views would also be obtained from the Essex Way near Houchins Farm, and the extent of this was not assessed	A detailed assessment of the effects on visual amenity is provided in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This includes an assessment of effects on users of long distance routes, including the Essex Way.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1556	Concern over the visual impact of pylons and the overhead line at VP 5.05 Coggeshall Hamlet, where the viewpoint is less than 500 m from the project at its closest point, presenting the project on an elevated ridge. The wireline shows the pylons disappearing into vegetation to the east. Concern as there is disagreement that woodland would filter views towards the overhead line to the east for two reasons: the indication of temporary and permanent construction and operational works between TB75 and TB76, which could result in the removal of this woodland, and the woodland referred to is located within an undulation mid-distance between the viewpoint and the project. The project would be visible on the distant skyline above a wooded horizon from the north of the project, approximately 0.5 km outside of the Visual Receptor Area (VRA) at VP 5.01 A120 layby, Stockstreet Farm. Query while effects would be less likely from this particular viewpoint beyond 1 km of the project due to the perceptibility of the overhead line, the effects beyond 1km to the north where the landform elevates. As noted within the assessment of VP 5.01, there are views to the south across a gently undulating arable landscape to the wooded valley of the River Blackwater. The Essex Way follows this tributary, but no views have been assessed from here	An assessment of effects on visual receptors is provided in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). Visualisations to support the Landscape and Visual Impact Assessment (LVIA) have been produced in accordance with Landscape Institute (LI) guidance. A photomontage for Viewpoint 5.05 Coggeshall Road, Coggeshall Hamlet is provided in Figure 7.12.F140 (document reference 7.12). The photomontage shows that there would be open views towards the Project to the east, crossing an elevated ridge. The photomontage accounts for existing vegetation in the view, including trees along the Blackwater Valley to the east, which would filter views towards the Project to the north and south. The assessment in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) concludes that there would be a significant effect on visual receptors at Viewpoint 5.05. The assessment takes into account vegetation removal within the Project Order Limits. Vegetation removal is shown on Environmental Statement (ES) Figure A13.6.1: Arboricultural Impacts Plan which forms part of Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). It is not considered that the proposed vegetation removal within the Order Limits would increase the visibility of the Project from Viewpoint 5.05, as existing vegetation along the Blackwater Valley would not be affected and would continue to filter views.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		A wireline for Viewpoint 5.01 A120 layby, Stockstreet Farm, west of Coggeshall is provided in Figure 7.12.F136 (document reference 7.12). The assessment in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) concludes that the effect on visual receptors at Viewpoint 5.01 would not be significant. Viewpoint 5.14 Essex Way south of Coggeshall is located on the Essex Way along the River Blackwater. A photomontage from Viewpoint 5.14 is provided in Figure 7.12.F149 (document reference 7.12). The assessment in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) concludes that the effect on visual receptors at Viewpoint 5.14 would not be significant.				
9-2.1557	The E2 Feering Visual Receptor Area (VRA), located to the south and east of the project, surrounding Feering and Rivenhall. The sole Representative Viewpoint is identified as Viewpoint 5.02 Feering. It is accepted that the effects on visual receptors would likely be significant (negative) within 1 km of the draft Order Limits (DOL) during construction, given works to remove an existing 33 kV overhead line around TB75. Concern where there are potential views northeast due to the works proposed spanning beyond 1 km of the project line. VP 5.02 Feering is taken from approximately 1.1 km to the northwest at its closest point. While it is	A Landscape and Visual Impact Assessment (LVIA) has been undertaken for Project and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The assessment has taken account of the extent of construction works with respect to the connection alignment. Its assessment is based on the effects of the Project, including cumulative effects, and does not make any general assumption that removal of existing infrastructure will necessarily result in a net reduction of the influence of infrastructure on the landscape and views. The representee's concerns with respect to the judgements relating to VP05.02 are noted. The		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	accepted that the view south of the viewpoint will likely be filtered by field boundary vegetation, Concern the northern view from the viewpoint would comprise an increase in the number of pylons despite the removal of the existing overhead line. Criticism that effects beyond 1 km are less likely to be significant given the location of the viewpoint	assessment in ES Chapter 13: Landscape and Visual (document reference 6.13) and the associated appendices (document reference 6.13.A1-6.13.A6) is set out so that the basis of all judgements concerning effects is transparent to the decision maker.				
9-2.1558	Concern that using only one viewpoint to represent the effects on local receptors in the E2 Feering Visual Receptor Area (VRA) is insufficient for a project of this scale, given the predicted significant negative effects on both landscape and visual receptors. Suggest that additional viewpoint assessments and wirelines be provided from the southwestern portion of E2, where there is an area of elevated landform. The assessment should particularly focus on the area southeast of Whitehead's Farm, where there are potential views from Public Rights of Ways (PROWs) looking west across the valley of the River Brain, where vegetation is proposed to be removed or reduced toward VP 5.04	A Landscape and Visual Impact Assessment (LVIA) has been undertaken for Project and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The assessment has included a detailed assessment of changes to views from a range of representative viewpoints, in accordance with guidance and best practice and as agreed through the Environmental Impact Assessment (EIA) scoping process and subsequent consultation. It does not attempt to undertake such an assessment from all views, but does include judgements on the nature, location and extent of all of the Project's significant landscape and visual effects, derived both from the viewpoint assessment and from other elements of the LVIA. The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people in communities and using public rights of way). Chapter 13: Landscape and Visual (document reference 6.13) is supported by Appendix 13.3: Visual Baseline and Assessment of the ES (document reference 6.13.A3). This appendix sets		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		out the assessment for visual receptor areas (VRA) including VRA E2 Rivenhall noted in the feedback. Viewpoint locations are shown on Figure 13.7 Visual Receptors and Viewpoints (document reference 6.13.F7). Viewpoint 5.02: Old Road, Feering (View Direction 225) (document reference 7.12) sits within this VRA (E2), in addition to a number of heritage viewpoints, HE12, HE12a, HE13, HE36, and VP5.21: which sits on the southern border of the VRA near Crabb's Lane. Viewpoint 5.17 PRoW south of Silver End (Silver End 18) (Figure 7.12.F152) (document reference 7.12) sits close to the boundary of VRA E2 to the north-east of Whitehead's Farm (which sits within VRA E2).				
9-2.1559	E3 Kelvedon Visual Receptor Area (VRA), located to the south and east of the project, in the area surrounding Kelvedon. There are no representative views from this area. Construction works would be barely perceptible due to vegetation cover along the A12 and the Great Western Main Line (GWML), which would screen and filter views. Suggest a viewpoint from the Public Rights of Ways (PROWs) between the A12 and GWML would have been welcomed to confirm this	A Landscape and Visual Impact Assessment (LVIA) has been undertaken for Project and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The assessment has included a detailed assessment of changes to views from a range of representative viewpoints, in accordance with guidance and best practice and as agreed through the Environmental Impact Assessment (EIA) scoping process and subsequent consultation. It does not attempt to undertake such an assessment from all views, but does include judgements on the nature, location and extent of all of the Project's significant landscape and visual effects, derived both from the viewpoint assessment and from other elements of the LVIA.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		In accordance with established guidance and best practice, not all judgements concerning the nature and location of effects are provided with a corresponding visualisation within the Environmental Statement, although the judgements have been based on appropriate desk and field-based verification by the assessor in all cases.				
9-2.1560	Criticism that the Visual Receptor Area (VRA) E4 Silver End, located to the north of the Project around Silver End, lacks Representative Viewpoints. This is considered insufficient for a project of this scale with significant negative effects on landscape and visual receptors. The respondent suggests that viewpoint assessments and wirelines be provided from Cressing Temple Barns, where there are potential views across the flat landscape looking south from the Public Rights of Ways (PRoWs). There are currently no detracting elements in this landscape. Additionally, there are potential views from the south of Storey's Wood, east of Silver End, and north of the project beyond 1 km	A Landscape and Visual Impact Assessment (LVIA) has been undertaken for Project and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The assessment has included a detailed assessment of changes to views from a range of representative viewpoints, in accordance with guidance and best practice and as agreed through the Environmental Impact Assessment (EIA) scoping process and subsequent consultation. It does not attempt to undertake such an assessment from all views, but does include judgements on the nature, location and extent of all of the Project's significant landscape and visual effects, derived both from the viewpoint assessment and from other elements of the LVIA. The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people in communities and using public rights of way). Chapter 13: Landscape and Visual (document reference 6.13) is supported by Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This appendix sets out		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the assessment for visual receptor areas (VRA) including VRA E4 Silver End noted in the feedback. Viewpoint locations are shown on Figure 13.7 Visual Receptors and Viewpoints (document reference 6.13.F7). Viewpoint 5.11: Cressing Temple Barns, south-west of Silver End (document reference 7.12) and Viewpoint 5.17 PRoW south of Silver End (Silver End 18) (document reference 7.12) sit within VRA E4: Silver End around Silver End, in addition to a number of heritage viewpoints, HE5 and HE6.				
9-2.1561	The E6 Black Notley & White Notley Visual Receptor Area (VRA), located to the north of the project, in the area surrounding Black Notley, White Notley, and Ranks Green. Representative viewpoints are identified as Viewpoint 5.04 White Notley and Viewpoint 5.07 NCN Route 16 and Ranks Green Road. While it is accepted that Hazelton Wood likely filters views to the northwestern corner of the VRA, query regarding the lack of assessment made to the south of Black Notley, where there are potential views of the construction and operation of the Cable Sealing End (CSE) Compound due to elevated topography. Concern, although it is agreed that effects on visual receptors at operation would likely be significant (negative) within approximately 1.5 km of the project, there is disagreement that effects beyond 1 km are less likely to be significant due to the lack of assessment made around Black Notley	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). An assessment of effects on visual receptors is provided in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). For Visual Receptor Area (VRA) E5 Black Notley and White Notley significant effects are identified up to a distance of approximately 1.5 km from the Project. An assessment of effects on visual receptors at representative viewpoints is provided in Annex A to Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The following is a summary of effects at the identified viewpoints:		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		- Viewpoint 5.04 White Notley (Figure 7.12.F139) (document reference 7.12) – significant during construction and operation - Viewpoint 5.07 NCR 16 and Ranks Green Road, east of Rank's Green (Figure 7.12.F142) (document reference 7.12) – significant during construction and operation - Viewpoint 5.15 Essex Way south-east of White Notley (Figure 7.12.F150) (document reference 7.12) – significant during construction and operation - Viewpoint 5.20 PRoW, Black Notley (Black Notley 9) (Figure 7.12.F155) (document reference 7.12) – not significant during construction and operation				
9-2.1562	Viewpoint 5.04 White Notley offers a transitional long-distance view across the valley of the River Brain, providing views of the neighbouring riparian Landscape Character Area (LCA) C6 from the plateau of the agricultural LCA B1. Concern as permanent reduction or removal of riparian vegetation along the River Brain would be noticeable from this location	The Landscape and Visual Impact Assessment (LVIA) in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) has taken into account vegetation removal when arriving at its judgements concerning the significance or otherwise of landscape and visual effects. Chapter 13: Landscape and Visual (document reference 6.13) is supported by Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This appendix sets out the assessment for visual receptor areas including E2 Rivenhall, E4 Silver End, E5 Black Notley & White Notley and E6 Terling and Witham which are relevant the Project in the vicinity of White Notley and the valley of the River Brain.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		There are also several viewpoints relevant to the valley of the River Brain as below: - Viewpoint 5.04: White Notley (document reference 7.12) - Viewpoint 5.11: Cressing Temple Barns, south-west of Silver End (document reference 7.12) - Viewpoint 5.12: PRoW, Faulkbourne (Faulkbourne 1) (document reference 7.12) - Viewpoint 5.15: Essex Way south-east of White Notley (document reference 7.12) - Viewpoint locations are shown on Figure 13.7 Visual Receptors and Viewpoints (document reference 6.13.F7). The photomontage produced for Viewpoint 5.04 illustrates areas of vegetation removal as per Photomontages (document reference 7.12) The corresponding viewpoint assessment is contained within Annex A of Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The landscape assessment within Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) contains detail on the assessment of effects of the Project on landscape character including River Valley Landscapes within which the River Brain is located.				
9-2.1563	There would be close views of the overhead line and Cable Sealing End (CSE) compounds from VP 5.07 NCN Route 16 and Ranks Green Road.	The list of representative viewpoints for inclusion in the assessment detailed in Environmental Statement (ES) Chapter 13: Landscape and Visual (document		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Concern as views from the bridleway by Dines Hall, located 150 m south-west from VP 5.07, are likely to have a much greater impact within a more sensitive location over 1 km. There is some indication of temporary or permanent construction and operational works along this bridleway, and it is agreed that the effects on visual receptors would likely be significant (negative) within approximately 1.5 km of the Draft Order Limit (DOL)	reference 6.13) and the associated appendices (document reference 6.13.A1-6.13.A6) has been agreed through the Environmental Impact Assessment (EIA) scoping process and subsequent consultation with key stakeholders.				
9-2.1564	The E7 Terling & Chipping Hill Visual Receptor Area (VRA), located to the south of the project, in the area surrounding Terling, Fairstead, and northwest of Witham. The representative viewpoint identified is Viewpoint 5.08 Fairstead. The effects on visual receptors would likely be significant (negative) within approximately 1 km of the project. Beyond 1 km, effects are less likely to be significant due to a reduction in the perceptibility of the overhead line, which increases with distance. This is attributed to the lack of Public Rights of Ways (PRoWs) in the eastern portion of the VRA and woodland blocks. Suggest that views should be assessed to the west of the VRA, where there is a partial removal of existing west and the Cable Sealing End (CSE) Compounds to the east, with a cluster of PRoWs on elevated topography	In Chapter 13: Landscape and Visual of the Environmental Statement (ES) (document reference 6.13) the Visual Receptor Area (VRA) referenced here is E6 Terling and Witham. The assessment in ES Chapter 13: Landscape and Visual (document reference 6.13) and the associated appendices (document reference 6.13.A1-6.13.A6) has included a detailed assessment of changes to views from a range of representative viewpoints, in accordance with guidance and best practice and as agreed through the Environmental Impact Assessment (EIA) scoping process and subsequent consultation. It does not attempt to undertake such an assessment from all views, but does include judgements on the nature, location and extent of all of the Project's significant landscape and visual effects, derived both from the viewpoint assessment and from other elements of the LVIA. In this case, the assessment for VRA E6 contained in the Appendix 13.2: Visual Baseline and Assessment (document reference		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		6.13.A2) cross-references five viewpoints rather than one and takes into account the public right of way (PRoW) network across the VRA.				
9-2.1565	Landscape Character Area (LCA) B4: Great Tey Farmland Plateau: The Great Tey Farmland Plateau LCA is located to the south of the River Colne and contains the settlements of Great Tey and Aldham. Concern as the eastern part of the Great Tey Farmland Plateau LCA would be directly affected by construction. The preliminary assessment identifies that there would also be disturbance to the 'peaceful and tranquil' character of the LCA. The LCA would also be indirectly affected by the construction activity, which is identified as being perceptible within approximately 1 km of the draft Order Limits (DOL). VP4.10 at Great Tey shows how, even at 1.6 km, the effects of the overhead line are significantly negative over a wide area once operational. Criticism with the assertion that significant effects only occur within 1.0 km of the Project line. Suggest an assessment and visualisation be prepared for VP 4.15 or 4.22, where there are wide views of the proposals, or on one of the Public Rights of Way (PRoW) closer to the scheme between 1-1.5 km	The detailed assessment of effects on LCA B4: Great Tey Farmland Plateau is provided in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). The assessment concludes that, during construction, effects will be moderate-major and significant within 0.5 km, reducing to minor and not significant beyond 0.5 km. Once operational, effects will be moderate-major and significant within 0.5 km at year 1 and year 15, reducing to moderate and significant within 0.5-1.5 km at year 1 and year 15, and negligible and not significant beyond 1.5 km at year 1 and year 15. A photomontage has been prepared for Viewpoint 4.10 Moor Road, Great Tey, and for Viewpoint 4.22 PRoW between Great Tey and Little Tey a baseline photo only is provided.		X		
9-2.1566	Landscape Character Area B2: Easthorpe Farmland Plateau: The Blackwater and Brain Valley LCA is located to the west of Colchester and contains the settlements of Marks Tey and Copford.	The detailed assessment of effects on LCA B2: Easthorpe Farmland Plateau is provided in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	The northern part of the Easthorpe Farmland Plateau LCA would be directly affected by construction activity, north of Marks Tey and Little Tey, and running broadly parallel to the north of the A120. The effect on the LCA is judged likely to be significant (negative) within approximately 1 km of the draft Order Limits (DOL). Concern as VP 4.12, which views the Project from 1.2 km, shows that the effects are still significant. Criticism with National Grids statement that once operational, the effect on the LCA would only likely be significant (negative) within approximately 1 km of the Project	reference 6.13.A2). The assessment concludes that, during construction, there will be moderate-major and significant effects within 0.5 km, reducing to moderate between 0.5-1.5 km and to negligible beyond 1.5 km. Once operational, effects will be moderate-major and significant within 0.5 km at year 1 and year 15, reducing to moderate and significant between 0.5-1.5 km at year 1 and year 15, and negligible and not significant beyond 1.5 km at year 1 and year 15.				
9-2.1567	Support National Grid within the Landscape Character Area (LCA), A2: Wooded Roman River Valley, B3: Southern Colchester Farmland Plateau and F1: Messing Wooded Farmland. As the draft Order Limits (DOL) fall only just within 2 km of these areas it is unlikely that construction activity or the finished Project would be perceptible. Support the judgement that there would likely be no effect on the LCA	Comments on the assessment are noted.		X		
9-2.1568	In relation to section 6.5.2.1 Theoretical visibility of Project, in the Preliminary Environmental Information Report (PEIR), the visual impact of Project Section D, which is located between the north-east of Colchester and Marks Tey in the south-west. This area captures most of Colchester City Council's effects and comprises plateau farmlands incised by valley slopes associated with	Comments on the assessment presented in the Preliminary Environmental Information Report (PEIR), are noted. The final Landscape and Visual Impact Assessments (LVIA) are presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and associated Appendices (document reference 6.13.A1 to 6.13.A6).		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	the River Colne and its tributary valleys. The landscape also includes gently sloping to flat areas around the edge of Colchester to Halstead. The Zone of Theoretical Visibility (ZTV) indicates relatively widespread theoretical visibility of the overhead line within the 3 km study area in Section D. This includes visibility from parts of settlements such as Boxted, Great Horkesley, Wormingford, and Fordham. There is also theoretical visibility from the Public Rights of Way (PRoW) network, parts of the Essex Way long-distance path, and parts of National Cycle Network (NCN) 1 and NCN 13 in the north-east and across the middle of the study area. Additionally, there is theoretical visibility from the road network. There would be theoretical visibility of up to 70 pylons from small parts of the study area in Section D, particularly in more elevated parts of the study area, including between Coggeshall (in Section E) and elevated land east of Great Tey. Visual effects of the pylons are reduced in the river valleys and through intervening topography and vegetation. Concern as this highlights the widespread potential significant negative landscape and visual effects of the scheme. Theoretical visibility of Cable Sealing End (CSE) compounds south of Dedham Vale National Landscape (an AONB) in Volume II indicates that theoretical visibility of the CSE compounds in Section D would be relatively widespread within					

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	approximately 1 km of each CSE compound, with more intermittent theoretical visibility between 1 km and 3 km. Theoretical visibility is also indicated from the fringes of Dedham Vale National Landscape, including from parts of Wormingford					
9-2.1569	6.5.2.2 Visual Receptors and Groupings Visual Receptor Area (VRA) D, D1 Tye Green and Boxted: This VRA is located to the north of the Project, broadly between the farmland south of Langham and to the east of Little Horkesley and the northern part is located within Dedham Vale National Landscape (an AONB). The only Representative Viewpoints in this receptor area is Viewpoint 4.02 Oldhouse Lane Public Rights of Way (PROW). Construction activity would be visible in close views from the south of the VRA as it runs along the southern boundary. During construction, it is likely that effects on visual receptors would be significant (negative) within approximately 1.0 km of the draft Order Limits (DOL). Suggest the creation of a haul road decommissioning plan to understand the effects of removing this infrastructure. At operation, within approximately 0.5 km, there would be close views of the overhead line and a Cable Sealing End (CSE) compound from scattered properties, including properties along Straight Road, the local PRoW network, National Cycle	Comments on assessment presented in Preliminary Environmental Information Report (PEIR), noted. The final assessments are presented in the Environmental Statement (ES) Chapter: Landscape and Visual (document reference 6.13). ES Chapter 4: Project Description (document reference 6.4) provides information on decommissioning construction infrastructure, which includes haul roads. A detailed decommissioning plan will be developed by the contractor once they have completed the detailed design of the haul road. The detailed assessment of effects on VRA D1 Tye Green and Boxted is provided in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This includes Viewpoint 4.36 Green Lane / Essex Way, Horkesley Green (Figure 7.12.F133) (document reference 7.12), which is located approximately 1.6 km away from the Project. The assessment concludes that, during construction, effects will be major and significant within 0.5 km, reducing to minor and not significant between 0.5-1.5 km and negligible and not significant beyond 1.5 km. Once operational, the effects will be major and significant within 0.5 km at year 1 and year 15, reducing to minor		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Network (NCN) Route 1, and people traveling along the A143 and local road networks. Pylons would remain prominent in the view. Between approximately 0.5 km and 1 km, there would be close to medium views of the Project from scattered properties and the local PRoW and road network. Between approximately 1 km and 2 km, views of the Project would likely be filtered and screened by layers of vegetation, including woodlands and hedgerows, resulting in intermittent medium to long distance views from scattered properties, a number of local PRoW, the Essex Way, and roads. Concern, at VP 4.01 Boxted Airfield Memorial, which is outside the Receptor Area D1 and to the north, the pylons to the south remain prominent on the skyline even though they are 1.2 km away. Suggest an additional viewpoint is needed within D1 but between 1-1.5 km away from the Project to clearly identify whether the effects are significant or not	and not significant within 1.5-1.5 km at year 1 and year 15, and negligible and not significant beyond 1.5 km at year 1 and year 15.				
9-2.1570	D2 Little Horkesley and Wormingford: This Visual Receptor Area (VRA) is located to the north and west of the Project, broadly between Little Horkesley and Wormingford and the northern part is located within Dedham Vale National Landscape (an AONB). Representative Viewpoints are identified as: • Viewpoint 4.04 Public Rights of Way (PROW) off Crabtree Lane	The detailed assessment of effects on Visual Receptor Area (VRA) D2 is provided in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). In relation to viewpoints, we have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	• Viewpoint 4.13 Wormingford Construction activity and the finished Project would be visible in close views from the southern fringes of the VRA 1. Within approximately 0.5 km, there would be close views of construction activity associated with the underground cable, overhead line, and Cable Sealing End (CSE) compound, from the local road network, alongside local PRoW and scattered properties. Similar receptors between 0.5 km and 1 km would be affected by close to medium distance views of this construction activity and by the operational Project. Between approximately 1 km and 2 km, intermittent medium to long distance views of construction activity and the completed overhead line would be seen, including from the National Landscape and the Stour Valley Path. Criticism as viewpoint 4.04 PRoW off Crabtree Lane, which is 0.9 km away, does not convey the significance of effects close to. Request additional viewpoint close to the CSE in order to assess and demonstrate the effects of introducing the compound permanently into the landscape and to demonstrate the effectiveness or not of any mitigation planting. Criticism that National Grid state significant effects would be limited to 1 km of the Project line due to the extended effects on receptors using linear features such as PRoW and country lanes, the effects on settings of communities, as well as the negative effects on the perception of the wider	locations. The methodology detailing viewpoint selection is described in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Representative viewpoints have been used in places to inform the assessment. Visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations. Site survey work and desk top analysis have also informed the assessment of effects in this area. This work has developed a greater understanding of the influence of the landscape on views in this area. The assessment of VRA D2: Little Horkesley and Wormingford, includes consideration of the following viewpoints: - Viewpoint 4.04 PRoW off Holt's Road, east of Wormingford (Little Horkesley 18) (Figure 7.12.F102) (document reference 7.12) - Viewpoint 4.13 B1508 Main Road, Wormingford (Figure 7.12.F111) (document reference 7.12) - Viewpoint 4.07 School Road/ Stour Valley Path, west of Little Horkesley (Figure 7.12.F105) (document reference 7.12) - Viewpoint 4.34 Crab Tree Lane, north of West Bergholt (Figure 7.12.F131) (document reference 7.12)				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	countryside for both local householders and visitors. Suggests that effects on visual receptors would likely be significant (negative) between 1 km and 2 km of the Project. Request additional viewpoint assessments and visualisations are needed to demonstrate this	- Viewpoint 4.27 B1508 Colchester Road, near Grove Lodge (Figure 7.12.F124) (document reference 7.12) The assessment of the visual receptor area, VRA D2 concludes that, during construction, effects will be major and significant within 0.5 km and moderate and significant between 0.5-1.5 km and beyond 1.5 km. once operational, the effects will be major and significant within 0.5 km at year 1 and year 15, reducing to moderate and significant between 0.5-1.5 km and beyond 1.5 km at year 1 and year 15.				
9-2.1571	D3 Great Horkesley: This Visual Receptor Area (VRA) is located to the south of the Project, broadly between the A12 near Ardleigh Reservoir and West Bergholt. The sole identified Representative viewpoint for this area is: Viewpoint 4.03 Essex Way Construction activity related to both the overhead line, underground cable, and two Cable Sealing End (CSE) compounds would be visible in close views from the northern fringes of the VRA. Within approximately 0.5 km, there would be close views of construction activity from Public Rights of Way (PRoW) such as Essex Way, but this diminishes with distance. Concern as once operational, Viewpoint 4.03 Essex Way demonstrates how even at 600 m, the negative effect of the CSE is significant. Criticism as it is not acceptable to have only one viewpoint	The detailed assessment of effects on Visual Receptor Area (VRA) D3: Great Horkesley and Horkesley Heath is provided in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The assessment of Visual Receptor Area (VRA) D3 includes consideration of the following viewpoints: - Viewpoint 4.03 Broad Lane / Essex Way, east of Great Horkesley (Figure 7.12.F101) (document reference 7.12) - Viewpoint 4.18 NCN Route 1 / Langham Lane, north of Colchester (Figure 7.12.F115) (document reference 7.12) - Viewpoint 4.19 PRoW at Peppers Lane, east of Great Horkesley (Boxsted 28) (Figure 7.12.F116) (document reference 7.12) - Viewpoint 4.17 Lodge Lane, Colchester (Figure 7.12.F114) (document reference 7.12)		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	and visualisation available from this VRA. Request further viewpoints, such as those at VP 4.18 and VP 4.17, are required for an accurate understanding of negative effects. Request one or more viewpoints from between 1-1.5 km, where it is likely that there are still some significant effects. The negative effects of the pylons in this area are not fully demonstrable in this one visualisation. Criticism with the conclusion that operational effects are likely only significant within 1 km of the Project line	The assessment of VRA D3 concludes that, during construction, effects will be major and significant within 0.5 km, reducing to moderate and significant within 0.5-1.5 km, and negligible and not significant beyond 1.5 km. Once operational, the effects will be major and significant within 0.5 km at year 1 and year 15, reducing to moderate and significant within 0.5-1.5 km at year 1 and year 15, and negligible and not significant beyond 1.5 km.				
9-2.1572	D5 Fordham: This Visual Receptor Area (VRA) is located to the north and west of the Project, broadly between Rochfords and Chappel, encompassing Fordham. The Representative Viewpoints are identified as: • Viewpoint 4.08 Fordham • Viewpoint 4.14 Fordham Road The Project would be visible in close views from the southeastern fringes of the Visual Receptor Area, including the local road network, Public Rights of Way (PROW) network, National Cycle Network (NCN) Route 13, and open access land, as well as scattered properties northeast of Fordham within the Colne Valley . Concern as the Project's run of pylons, approximately 3 km through this area, would generate significant negative effects along this line as it crosses the valley between Fordham	The detailed assessment of effects on Visual Receptor Area (VRA) D5 Fordham is provided in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). In relation to viewpoints, we have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Representative viewpoints have been used in places to inform the assessment. Visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools in		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	and the outskirts of West Bergholt parish. Concern as Viewpoint 4.14 Fordham Road highlights the significant impact, introducing a major industrial element into an unspoilt, rural landscape. The pylons would be substantially visible from most of the Fordham Hall Estate open access land, with three of the pylons actually being sited on this land. Criticism that the assertion that views from within Fordham would be screened and filtered in places by woodland blocks, as the vegetation in the baseline photos and visualisations of Viewpoint 4.08 Fordham are uncut hedgerows, not woodland. Views from the south and east of Fordham, as it crosses the Colne Valley, would be from National Grid's VRA D6, not D5. At the operational stage, there would be close to medium distance views of the Project from scattered properties northeast of Fordham and from open access land, PRoW, and local road networks. Criticism as there would still be wide views of the Project along the valley where it runs along the elevated Plateau near Fordham. Criticism with the assertion that significant impacts would be limited to less than 1.5 km at the operational stage. Request more viewpoint assessments and visualisations from between 1.5-2 km to demonstrate this assertion, including at least one viewpoint in the Colne Valley from Mill Road bridge looking west, as previously requested	conveying examples of likely changes in views from a selected number of locations. Site survey work and desk top analysis have also informed the assessment of effects in this area. This work has developed a greater understanding of the influence of the landscape on views in this area. Significant effects are identified up to a distance of approximately 1.5 km from the Project, during construction and at operation. An assessment of effects on visual receptors at representative viewpoints is provided in Annex A to Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The following viewpoints are within VRA D5: - Viewpoint 4.14 Fordham Road, north-east of Fordham (Figure 7.12.F112) (document reference 7.12) - Viewpoint 4.35 PRoW, Hemps Green (Fordham 5) (Figure 7.12.F132) (document reference 7.12) - Viewpoint 4.30 Mill Road, south of Fordham (Figure 7.12.F127) (document reference 7.12) - Viewpoint 4.08 Fordham (Figure 7.12.F106) (document reference 7.12) - Viewpoint 4.24 Essex Way near Fordstreet (Figure 7.12.F121) (document reference 7.12) From Viewpoint 4.08 Fordham a significant effect is identified. The baseline photography in Figure 7.12.F106 (document reference 7.12) illustrates that there would be some woodland to the east and south-				

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		east of Fordham that would filter and screen views towards the Project, although the pylons would be visible on the skyline above this vegetation in close views.				
9-2.1573	D6 Fordham Heath and Eight Ash Green: This Visual Receptor Area (VRA) is located to the south and east of the Project, broadly between West Bergholt and the railway line north of Copford and Marks Tey. The sole identified Representative Viewpoints is Viewpoint 4.05 Public Rights of Way (PRoW) near Hillhouse Wood. The Project would be visible in close views from the local road network, including the A1124 and various lanes, alongside scattered properties southeast of Fordham, National Cycle Network (NCN) Route 13, PRoW (including the Essex Way), and open access land within the Colne Valley. From properties and people traveling along the B1508 in the northeast of the area, there would be open and elevated views towards the Project, with pylons visible in the skyline. Significant views would still be present between 0.5 km and 1 km, as evidenced by Viewpoint 4.05 PRoW near Hillhouse Wood, sometimes filtered and screened by woodland blocks. Criticism as significant effects would be found at greater distances than 1 km and suggest further viewpoint assessments and visualisations between 1-1.5 km. Between approximately 1 km and 2 km, the	The detailed assessment of effects on Visual Receptor Area (VRA) D6 West Bergholt, Fordham Heath and Eight Ash Green (Section D) is provided in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The assessment of VRA D3 includes consideration of the following viewpoints: - Viewpoint 4.05 PRoW near Hillhouse Wood, west of West Bergholt (West Bergholt 5) (Figure 7.12.F103) (document reference 7.12) - Viewpoint 4.20 PRoW near Bullbanks Farm, west of Fordham Heath (Aldham 4) (Figure 7.12.F117) (document reference 7.12) - Viewpoint 4.21 Brook Road, north of Marks Tey (Figure 7.12.F118) (document reference 7.12) - Viewpoint 4.29 PRoW north of Eight Ash Green / Fordham Heath (Eight Ash Green 1) (Figure 7.12.F126) (document reference 7.12) - Viewpoint 4.25 Essex Way, Mill Road, south of Fordham (Figure 7.12.F122) (document reference 7.12) - Viewpoint 4.09 NCR 13, Fiddlers Hill (Figure 7.12.F107) (document reference 7.12) - Viewpoint 4.28 Essex Way near Poole's Farm (Figure 7.12.F125) (document reference 7.12)		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	overhead line would most often be seen on the skyline and above intervening trees in medium to long distance views	- Viewpoint 4.38 Essex Way, West Bergholt (Figure 7.12.F135) (document reference 7.12) - Viewpoint 4.33 Marks Tey Railway Station (Figure 7.12.F130) (document reference 7.12) The assessment of VRA D6 concludes that, during construction, effects will be major and significant within 0.5 km, reducing to moderate and significant between 0.5-1.5 km, and minor and not significant beyond 1.5 km. Once operational, the effects will be major and significant within 0.5 km at year 1 and year 15, reducing to moderate and significant within 0.5-1.5 km at year 1 and year 15, and minor and not significant beyond 1.5 km at year 1 and year 15.				
9-2.1574	D7 Fordstreet and Aldham: This Visual Receptor Area (VRA) is located to the north and west of the Project, broadly between Chappel, Fordstreet and Aldham. The sole Representative Viewpoints is identified as Viewpoint 4.11 Aldham. The Project would be visible in close views from the eastern fringes of the Visual Receptor Area. Within approximately 0.5 km, there would be close views of the overhead line from local road and Public Rights of Way (PRoW) networks, including the A1124, (as represented by Figure 13.9.58: Wireline Visualisation from Viewpoint 4.11 Aldham in Volume II), open access land, and the Essex Way south of Fordstreet as the Project crosses the Colne Valley. There would also be close views from settlements such as Aldham and Fordstreet, and	Comments on assessment presented in PEIR noted. The final detailed assessment of effects on Visual Receptor Area (VRA) D7 Fordstreet and Aldham (Section D) is provided in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The assessment of VRA D7 includes consideration of the following viewpoints: - Viewpoint 4.11 PRoW south of Aldham (Aldham 15) (Figure 7.12.F109) (document reference 7.12) - Viewpoint 4.31 Rectory Road near Hoe Farm, east of Great Tey (Figure 7.12.F128) (document reference 7.12) - Viewpoint 4.37 Hines Close, Aldham (Figure 7.12.F134) (document reference 7.12) The assessment of VRA D7 concludes that, during construction, effects will be major and significant within		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	scattered properties such as those north of Aldham. Between approximately 0.5 km and 1 km, there would be close to medium distance views of the Project from local road and PRoW networks, such as Essex Way, alongside the country house and golf course at Ashington Lodge, north-west of Aldham and scattered properties. Woodland cover would provide some filtering and screening in places. Between approximately 1 km and 2 km, the overhead line would be visible in medium to long views and would most often be seen on the skyline and above intervening trees. Visibility would decrease with distance as layers of vegetation and topography further screen out views. Effects on visual receptors would likely be significant (negative) within approximately 1 km of the Project. Beyond approximately 1 km, it is less likely that effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance	0.5 km, reducing to moderate and significant between 0.5-1.5 km, and minor and not significant beyond 1.5 km. Once operational, the effects will be major and significant within 0.5 km at year 1 and year 15, reducing to moderate and significant within 0.5-1.5 km at year 1 and year 15 and minor and not significant beyond 1.5 km at year 1 and year 15.				
9-2.1575	D8 Great Tey: This Visual Receptor Area (VRA) is located to the north of the Project, broadly between Swan Street and East Gores. The sole Representative Viewpoints is identified as Viewpoint 4.10 Great Tey. The Project would be visible in close views from the southern fringes of the VRA on its southern boundary. Within approximately 0.5 km, there would be close views of the overhead line from the local road and Public	Comments on assessment presented in PEIR noted. The final detailed assessment of effects on Visual Receptor Area (VRA) D8 Great Tey is provided in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The assessment of VRA D8 includes consideration of the following viewpoints: - Viewpoint 4.10 Moor Road, Great Tey (Figure 7.12.F108) (document reference 7.12)		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Rights of Way (PRoW) network, such as Essex Way, alongside scattered properties such as those south of Great Tey and properties at East Gores. Between approximately 0.5 km and 1 km, close to medium distance views of the Project would be visible from the local road and PRoW network, alongside scattered properties such as those southwest of Great Tey. Between approximately 1 km and 2 km, the overhead line would most often be seen on the skyline in medium to long views and above intervening trees, with visibility decreasing with distance as layers of vegetation further screen out views. As much of Great Tey is in a slight dip, views towards the Project would be limited in places. Due to the fall in topography, views from Swan Street would also be limited. Effects on visual receptors would likely be significant (negative) within approximately 1 km of the Project. Beyond approximately 1 km, it is less likely that effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance	- Viewpoint 4.26 Essex Way, East Gores (Figure 7.12.F123) (document reference 7.12) - Viewpoint 4.32 Essex Way, west of Teybrook Farm (Figure 7.12.F129) (document reference 7.12) - Viewpoint 4.22 PRoW between Great Tey and Little Tey (Figure 7.12.F119) (document reference 7.12) The assessment of VRA D8 concludes that, during construction, effects will be major and significant within 0.5 km, reducing to moderate and significant within 0.5-1.5 km and minor and not significant beyond 1.5 km. Once operational, effects will be major and significant within 0.5 km at year 1 and year 15, reducing to moderate and significant within 0.5-1.5 km at year 1 and year 15, and minor and not significant beyond 1.5 km at year 1 and year 15.				
9-2.1576	D9 Marks Tey: This Visual Receptor Area (VRA) is located to the south of the Project, broadly between East Gores and Marks Tey. The sole Representative Viewpoints is identified as Viewpoint 4.12 Marks Tey. The Project would be visible in close views from the northern fringes of the VRA on its northern boundary. Within	Comments on assessment presented in PEIR noted. The final detailed assessment of effects on Visual Receptor Area (VRA) D9 Marks Tey is provided in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The assessment of VRA D9 includes consideration of the following viewpoints:		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	approximately 0.5 km, there would be close views of the overhead line from the Public Rights of Way (PRoW) and local road network including Salmon's Lane, Great Tey Road, and the A120 alongside scattered properties such as those north-west of Marks Tey and near East Gores. Between approximately 0.5 km and 1 km, the settlement of Little Tey would be exposed to close to medium distance views of the Project, although views would be filtered and screened in places by vegetation surrounding the settlement. Between approximately 1 km and 2 km, (as represented by Figure 13.9.59: Wireline Visualisation from Viewpoint 4.12 Marks Tey in Volume II), medium to long distance views of the Project would be greatly reduced by layers of vegetation, although properties to the north of this town may be affected by distant views of the Project where the landscape opens and layers of vegetation are reduced. Marks Tey is largely inward facing and views would not be orientated towards the Project. However, there would be wide views of the overhead line from along the A120 and from properties along the road where the overhead line would be visible on the skyline across a wide view. Effects on visual receptors would likely be significant (negative) within approximately 1.5 km of the Project. Beyond approximately 1.5 km, it is less likely that effects would be significant due to a reduction in	- Viewpoint 4.12 A120 Coggeshall Road, Marks Tey (Figure 7.12.F110) (document reference 7.12) - Viewpoint 4.06 A120 Coggeshall Road, Broad Green (Figure 7.12.F104) (document reference 7.12) - Viewpoint 4.23 Great Tey Road (Figure 7.12.F120) (document reference 7.12) The assessment of VRA D9 concludes that, during construction, effects will be major and significant within 0.5 km, reducing to moderate and significant within 0.5-1.5 km, and minor and not significant beyond 1.5 km. Once operational, effects will be major and significant within 0.5 km at year 1 and year 15, reducing to moderate and significant within 0.5 km at year 1 and year 15, and minor and not significant beyond 1.5 km at year 1 and year 15.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	perceptibility of the overhead line which would increase with distance					
9-2.1577	The Suffolk Landscape Character Assessment identifies 12 Landscape Character Types (LCTs) along the Project line. The preliminary Landscape and Visual Impact Assessment (LVIA) suggests that significant effects would likely be substantially limited to within 1 km of the Project, generally at both construction and operations stages. Criticism as this would be the case at the operational stage, where the outcome is generally an overhead line with 50 m pylons as opposed to undergrounding, and where intervisibility is quite high	The detailed assessment of the Landscape Character Types (LCTs) identified within the Suffolk Landscape Character Assessment (LCA) (2010) is set out in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). This includes an assessment of the following LCTs: Ipswich and Capel St Mary (LCT: Urban) Rolling Valley Farmlands and Furze LCT Wooded Valley Meadowlands Fens LCT Rolling Valley Claylands LCT Ancient Plateau Claylands LCT Plateau Claylands LCT Ancient Estate Claylands LCT Rolling Estate Farmlands LCT Valley Meadowlands LCT Rolling Valley Farmlands LCT Ancient Rolling Farmlands LCT Plateau Farmlands LCT Ancient Estate Farmlands LCT Wooded Valley Meadowlands LCT Effects vary between major and significant to negligible and not significant for these LCTs, across all stages of		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the development (construction, operation year 1, and operation year 15).				
9-2.1578	In relation to specific Landscape Character Types (LCT), concern for the assessment about the significant negative operational effects of the 50 m high pylons and overhead lines on the sense of rurality and tranquility of Wortham Ling SSSI and its setting. Query whether these effects would be limited to within 1 km or less. Suggest to mitigate the impact further undergrounding of the line to the southeast for the Waveney Valley Alternative (WVA), which would help reduce the negative operational impacts of the proposed Cable Sealing End (CSE) compounds on the heathland landscape	The Project being taking forward in the Development Consent Order (DCO) application, is for an overhead line at the Waveney Valley, not the Waveney Valley Alternative. The Wortham Ling SSSI is located partly within the northernmost part of the Rolling Valley Farmlands and Furze Landscape Character Type (LCT) and in the Wooded Valley Meadowlands and Fens LCT. The detailed assessment of these LCTs is set out in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). The assessment of the Rolling Valley Farmlands and Furze LCT concludes that effects would be significant up to a distance of approximately 1.5 km from the Project, during construction and at operation. The assessment of the Wooded Valley Meadowlands and Fens LCT concludes that effects would be significant up to a distance of approximately 0.5 km from the Project, during construction and at operation.		X		
9-2.1579	Concern that the respondent expects the Wooded Valley Meadowlands and Fens Landscape Character Type (LCT) to experience significant negative landscape effects, particularly indirect ones, beyond the 0.5 km limit. The valley bottom is quite open, especially near The Doit, where the	The Project being taking forward in the Development Consent Order (DCO) application, is for an overhead line at the Waveney Valley, not the Waveney Valley Alternative. The detailed assessment of the effects on the Wooded Valley Meadowlands and Fens Landscape Character Type (LCT) is set out in Environmental Statement (ES)		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Project crosses. The Waveney Valley Alternative (WVA) is not expected to reduce all significant effects at the operational stage due to the size and scale of the Cable Sealing End (CSE) and the effects of it and any proposed mitigation on the openness of the valley side	Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). The assessment of the Wooded Valley Meadowlands and Fens LCT concludes that effects would be significant up to a distance of approximately 0.5 km from the Project, during construction and at operation. Beyond 0.5 km effects are judged to reduce and would not be significant due to layers of vegetation including woodland at Wortham Ling and Roydon Fen, and intervening landform of the rising valley slopes in the adjacent character areas which would reduce intervisibility with the wider LCT.				
9-2.1580	The Ancient Plateau Claylands, including areas like Mellis Green, Stowupland, Creeting St Peter, Burstall, Barking Tye, Elmsett, and Great Bricett, are characterised by flat or gently rolling arable clay landscapes. Query whether the significant negative operational effects of the 50 m high pylons and overhead lines would be limited to within 1 km or less. The presence of these pylons and lines would likely have an extended impact on the sense of rurality and tranquility of the countryside, as well as the experience of its amenity and aesthetic value	The detailed assessment of the effects on the Ancient Plateau Claylands LCT is set out in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). The assessment concludes that, during construction, effects would be moderate and significant within 1.5 km, reducing to minor and not significant beyond 1.5 km. Once operational, effects would be moderate and significant within 1.5 km at year 1 and year 15, reducing to minor and not significant beyond 1.5 km at year 1 and year 15.		X		
9-2.1581	The Plateau Claylands are characterised by heavy clay soils that are very gently undulating or flat, dissected by small streams. This landscape is found in areas such as Gislingham, Dandy Corner, Cotton, and Mendlesham. Concern as due to the topography and lack of substantial woodland,	The detailed assessment of the effects on the Plateau Claylands LCT is set out in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). The assessment concludes that, during construction, effects would be moderate and significant within 1.5		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	significant indirect effects on the landscape are likely to extend beyond 1 km. The setting is deeply rural, with single-track lanes and few existing detractors	km, reducing to minor and not significant beyond 1.5 km. Once operational, effects would be moderate and significant within 1.5 km at year 1 and year 15, reducing to minor and not significant beyond 1.5 km at year 1 and year 15.				
9-2.1582	The Valley Meadowlands Landscape Character Type (LCT) is a narrow, linear landscape character type in two areas: the River Gipping and its tributaries; and, the River Brett. It would be directly affected by construction works, including the undergrounding of a 132 kV overhead line near Badley Hill and a Cable Sealing End (CSE) compound. Criticism that significant effects would be limited to 0.5 km from the Project line, especially once operational, due to the height and linear extent of the Project. Valley landscapes contribute significantly to a sense of place and history, which would be impacted by industrial infrastructure at a local level	The detailed assessment of the effects on the Valley Meadowlands LCT is set out in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). The assessment concludes that, during construction, effects would be moderate and significant within 0.5 km, reducing to minor and not significant within 1.5-1.5 km, and negligible and not significant beyond 1.5 km. Once operational, effects would be moderate and significant within 0.5 km at year 1 and year 15, reducing to minor and not significant within 0.5-1.5 km at year 1 and year 15, and negligible and not significant beyond 1.5 km at year 1 and year 15.		X		
9-2.1583	The Rolling Valley Farmland occurs in six discrete areas, following the valleys of tributaries of the River Gipping, Belstead, Brook, River Brett, and River Stour. This Landscape Character Type (LCT) would be directly affected by construction activities in several locations, including southwest of Willisham Tye, west of Offton, near Washbrook Street, and along the proposed cable route northwest of Stratford St Mary, within Dedham Vale National Landscape. Criticism that National Grid	The detailed assessment of the effects on the Rolling Valley Farmlands LCT is set out in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). The assessment concludes that, during construction, effects would be major and significant within 0.5 km, reducing to moderate and significant within 0.5-1.5 km, and negligible and not significant beyond 1.5 km. Once operational, effects would be major and significant within 0.5 km at year 1 and year 15, reducing to		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	state the significant negative effects on this LCT would be limited to 0.5 km from the Project line. Due to their intimate character, valley landscapes contribute considerably to a sense of place and history, which would be strongly affected by such industrial infrastructure	moderate and significant within 0.5-1.5 km at year 1 and year 15, and negligible and not significant beyond 1.5 km at year 1 and year 15.				
9-2.1584	The Plateau Farmlands Landscape Character Type (LCT) occupies two discrete areas: the smaller, northernmost area lies to the west of Ipswich, and the larger, southernmost area encompasses Holton St Mary and East Bergholt, with the southern edge within Dedham Vale National Landscape. Concern as these areas would be directly affected by construction activity west of Ipswich and west of Holton St Mary. Support that the likely significant negative effects on this LCT would be limited to 1.0 km from the Project line	National Grid notes the respondent's feedback.		X		
9-2.1585	The Ancient Estate Farmlands Landscape Character Type (LCT) is located to the south-west of Ipswich and includes the settlement of Washbrook. Support the assessment that the construction stage would likely have a negative but not significant effect on the LCT, and there would likely be no effect once the Project is operational	National Grid notes the respondent's feedback.		X		
9-2.1586	The Wooded Valley Meadowlands Landscape Character Type (LCT) occurs along the River Stour within the Dedham Vale National Landscape (an Area of Outstanding Natural Beauty (AONB)), to the	National Grid notes the respondent's feedback.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	east of Stratford St Mary. Support that the indirect effect on the LCT at construction would likely be negative but not significant, and there would likely be no effect once the Project is operational					
9-2.1587	In relation to section 9.3.2.2 of the Preliminary Environmental Information Report (PEIR), Visual Receptors and Groupings, the preliminary Landscape and Visual Impact Assessment (LVIA) groups visual receptors into Visual Receptor Areas (VRAs) based on geographical location, shared landscape characteristics, and similarity in views. Concern that clarity and detail may be lost in the VRAs. Suggest that the groupings should closely follow landscape character areas (LCAs) or types (LCTs). Visual Receptor Areas (VRA) B4, B5, and B6 are not labelled on Figure 3, Pages 3 or 4	National Grid notes the respondent's feedback. A detailed assessment of the effects on visual amenity is provided in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The assessment has used Visual Receptor Areas (VRAs). A detailed assessment of the effects on the Landscape Character Areas (LCAs) is provided in ES Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). Visual Receptor Areas B4, B5 and B6 are shown on Figure 13.7- Landscape and Visual- Visual Receptors and Viewpoints Page 4 of 13.		X		
9-2.1588	The Visual Receptor Area (VRA) B1 Wortham, which is located to the west of the Project, broadly between Roydon to the north and Gislingham to the south. Representative viewpoints are identified as Viewpoint (VP) 2.01 Wortham Ling, VP 2.04 Burgate, and VP 2.22 Public Rights of Way (PRoW) near Goodrich Park. During construction, it is likely that the effects on visual receptors would be significant (negative) within approximately 1.5 km of the draft Order Limits (DOL). Due to the impact of access for construction and operational purposes, as well as	The Project being taking forward in the Development Consent Order (DCO) application is for an overhead line at the Waveney Valley, not the Waveney Valley Alternative. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA. The LVIA includes an assessment on both landscape character and visual amenity and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	the temporary and permanent haul roads, request the creation of a haul road decommissioning plan to understand the effects of this infrastructure's removal. At operation, within approximately 0.5 km of the Project, there would be close views of the overhead line from the local road and PRoW network. Pylons and the overhead line would dominate views from VP 2.01 Wortham Ling, which is only 400m from the Project at its closest point. Wortham Ling is important as it is open access land, allowing views from many different angles. Concern as the wireline appears to show the pylons disappearing into vegetation on the northern side of the Project but much of this could be lost in order to facilitate construction and then kept open over a wide swathe for operational purposes. The Project would also be visible in close views from the east of the VRA and in some longer-range views, where the tops of pylons would be seen above existing vegetation. Views from VP 2.22 Goodrich Park are taken from 400 m away, and there are no wireframes from the medium-long distance VPs 2.32 and 2.31. Wireframes are needed from these viewpoints to demonstrate that there is no likely significance beyond 1.5 km. Close views would include views from the Waveney Valley, notably from The Doit (also Angles Way PRoW) north to the proposed Cable Sealing End (CSE) (for the Waveney Alternative) and pylons on	An assessment of effects on visual receptors is provided in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). For Visual Receptor Area (VRA) B1 Wortham, significant effects are identified up to a distance of approximately 1.5 km from the Project. An assessment of effects on visual receptors at representative viewpoints is provided in Annex A of Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Viewpoint 1.22 Doit Lane, near Roydon represents views from The Doit / Angles Way. Visualisations are provided in Document 7.12. Commitment GG07 in the Outline Code of Construction Practice (CoCP) (document reference 7.2) sets out that land used temporarily will be reinstated where practicable to its pre-construction condition and use (or a condition discussed with the landowner), in line with the Outline Landscape and Ecological Management Plan (LEMP) (document refence 7.4). Decommissioning activities required for removal of the temporary haul road would be similar to those reported for their construction in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and Chapter 16: Traffic and Transport (document reference 6.16). There would be construction vehicles temporarily present within the landscape and views.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	the northern side of the Waveney. Request a viewpoint and visualisation at this location. The assessment states that between approximately 0.5 km and 1 km, the overhead line would most often be seen on the skyline above intervening layers of vegetation from the local road and PRoW network, citing the visualisation for VP 2.04 Burgate as an example. However, this understates what is in many cases a major part of the pylons and the overhead wires being visible in the middle-distance, and not on the horizon, as the term 'skyline' implies	The decommissioning activities would generate traffic associated with the construction vehicles required to transport materials off site and associated staff vehicles. The level of traffic would be similar to the level of traffic associated with the construction of the temporary haul road.				
9-2.1589	Concern as the Cable Sealing End (CSE) compounds and pylons would dominate the close views from the Waveney Valley Alternative (WVA) VP. Concern as although there is an improvement on the overhead line, it still produces a major negative impact with potential clear views of the pylon run going south due to the need to remove trees and other vegetation to facilitate construction and operation. The opportunities for visual mitigation on Wortham Ling itself, a heathland landscape, would be slight. Suggest that for the Open Access Land to benefit from the undergrounding fully, this should be extended by up to an additional 7 pylons as far as Brook Farm airstrip and the proposed construction compound nearby and the CSE located in that area. Close views would include views from the Waveney	The Project being taking forward in the Development Consent Order (DCO) application is for an overhead line at the Waveney Valley, not the Waveney Valley Alternative. A landscape and visual impact assessment (LVIA) has been undertaken and reported in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people in communities and using public rights of way). ES Chapter 13: Landscape and Visual (document reference 6.13) is supported by Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This appendix sets out the assessment for visual receptor areas including A9 Shelfanger, A10 Burston, A11 Fen Street, A12 Roydon and Diss, B1 Wortham and B2 Palgrave, which are		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Valley, notably from The Doit (also Angles Way PRoW) north to the proposed CSE (for the Waveney Alternative) and pylons on the northern side of the Waveney. Request a viewpoint at this location. Pushing back of the CSE from the Waveney Valley to the Snow Street area, potentially east of Darrow Lane, should also be investigated as the proposed CSE height of 15 m will be hard to mitigate successfully from the valley and the extent of the compound will dominate the valley floor and/or sides. Support that generally operational effects on visual receptors would likely be significant (negative) within approximately 1.5 km of the Project, and that is currently the same for the Waveney Valley Alternative (WVA). However, additional assessments and wireframes are needed from medium-long distance viewpoints to demonstrate that there is no likely significance beyond 1.5 km as well as additional assessment and wireframe from The Doit to demonstrate the extent of the negative effect of the Project and the Waveney Alternative on the Waveney Valley itself from the Suffolk side	relevant to the Project in the vicinity of the Waveney Valley. An assessment of effects on visual receptors at representative viewpoints is provided in Annex A of Appendix 13.3 Viewpoint Assessment (document reference 6.13.A3). Viewpoint 1.22 Doit Lane, near Roydon represents views from The Doit / Angles Way. In addition to Viewpoint 1.22 the following viewpoints are also relevant to the Waveney Valley area: Viewpoint 1.13 Heywood Road, north of Diss (document reference 7.12) Viewpoint 1.14 PRoW south of Bressingham Road (Roydon South Norfolk FP10) (document reference 7.12) Viewpoint 1.15 A1066 High Road, west of Roydon (document reference 7.12) Viewpoint 1.19 Bressingham Steam Museum (document reference 7.12) Viewpoint 1.21 PRoW near Roydon Fen (document reference 7.12) Viewpoint 2.01 Ling Road, Wortham Ling (document reference 7.12) Viewpoint 2.03 PRoW Palgrave (Palgrave 5 / 6) (document reference 7.12) Visualisations are provided in the visualisations report (document reference 7.12) and viewpoint locations are				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		shown on Figure 13.7 Visual Receptors and Viewpoints (document reference 6.13.F7). Viewpoints and associated visualisations contained in Photomontages (document reference 7.12) do not form the basis of professional judgements made in terms of anticipated significant visual effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations. Site survey work and desk top analysis have also informed the assessment of effects in this area. This work has developed a greater understanding of the influence of the landscape on views in this area.				
9-2.1590	The Visual Receptor Area (VRA) B2 Palgrave, located east of the Project between Diss and Thrandeston, is part of the Waveney Valley and its tributaries. Criticism that the sole Representative Viewpoint (VP 2.03 Public Rights of Way (PRoW) Palgrave) is 0.8 km from the project line and shows a major negative effect due to the project's extent, density, and height. The landscape consists of large-scale arable fields with open views and intermittent boundary vegetation. Significant negative effects are expected beyond 1 km, especially towards the end of construction. The Waveney Valley Alternative (WVA) reduces some effects, but at the operational stage, significant negative effects could extend beyond 1 km. Criticism as it is not sufficient on a Project of this scale and with the predicted significant negative	The visual assessment presented in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) concludes that within VRA B2 the scale of change beyond 1.5 km would be small reducing to barely perceptible from the north-east of the VRA at Sutton, as such the magnitude of effect has been identified as low with minor and significant (adverse) effect, reducing to negligible and not significant at Stuston. Between 0.5 km and 1.5 km from VAR B2 moderate and significant (adverse) effects have been identified during construction and operation up to Palgrave and Thrandeston where effects become not significant. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	effects on both landscape and visual receptors that only one VP is being used to represent the effects on local receptors in this area. Suggest that additional VP assessments and wirelines from VP 2.33 and VP 2.31 are needed to demonstrate no significant effects within 1-1.5 km for both options	assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs), and representative viewpoints used in places to inform the assessment. Visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations.				
9-2.1591	The Visual Receptor Area (VRA) B3 Mellis, which is located to the east of the Project, between Thrandeston to the north and Thornham Park to the south. The sole Representative Viewpoint (VP) is VP 2.05 Mellis Green. Support the assessment which identifies that within approximately 0.5 km of construction activity, and between approximately 0.5 km and 1 km, there would be close and open views from the local road and Public Rights of Way (PRoW) networks, scattered properties, and parts of Mellis and Mellis Common. The wireline in VP 2.05 Mellis Green, which is 1 km from the Project line, demonstrates this. It is noted that the Project would be seen on the skyline, and layers of field boundary vegetation would filter views. However, this is more accurate to	The visual assessment presented in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) acknowledges that in close to medium distance views of VRA B3 the Project would most often be seen on the skyline, due to the relatively flat nature of the landform, including from Mellis Common and the north and western edges of Mellis. It is stated that the Project would not be out of context for existing views as the Project would follow the route of an existing 132 kV overhead line to the north and west of Mellis, although it is acknowledged that the pylons of the Project would be larger in scale and more prominent in views. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	the west of Mellis Green rather than to the north-west, where views are more open and impacts are more substantial. There is some mitigation from the undergrounding of the existing overhead line. Concern the increased height of the Project pylons introduces more intrusive and dominant infrastructure. Criticism using only one VP to represent the effects on local receptors in this area is insufficient. Additional VPs at VP 2.33 and VP 2.39 are identified, request assessments and wireframe visualisations should be carried out for these additional VPs. Support that effects on visual receptors would likely be significant (negative) within approximately 2 km of the Project. Beyond 2 km, effects would not likely be significant due to a reduction in perceptibility of the overhead line, which would increase with distance. Request, additional viewpoint assessments and visualisations to demonstrate this	assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs), and representative viewpoints used in places to inform the assessment. Visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations.				
9-2.1592	The Visual Receptor Area (VRA) B4 Finningham and Gislingham, which is located to the west of the Project, between Gislingham in the north and Gipping to the south. The identified Representative Viewpoints (VPs) are VP 2.06 Mill Street, VP 2.09 Dandy Corner, and VP 2.11 Middy Railway Footpath. Criticism as Grouping Areas B4, B5 and B 6 do not appear to be labelled on Figure 13.7 Page 3 and	Visual Receptor Areas B4, B5 and B6 are shown on Figure 13.7- Landscape and Visual - Visual Receptors and Viewpoints Page 4 of 13. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Page 4. Support assessment which indicates visual receptors would likely experience significant negative effects within approximately 2 km-3km of the Project during both construction and operation stages. Viewpoint 2.09 Dandy Corner, which is 0.7 km from the Project line, demonstrates major negative effects due to the open view, affecting the perception of tranquillity and rurality. Similarly, VP 2.11 Middy Railway Footpath, at 0.6 km distance, shows significant negative impacts. While the overhead line and pylons will not directly impact views from the centre of Mendlesham, they will profoundly affect the setting of the village and its rural perception. Suggest assessing additional VPs between 1-2.5 kms in this area, VP 2.10 and 2.35 to demonstrate more clearly where significant effects are likely to end. The wireline visualisation from VP 2.06 Mill Street, taken from 2.1 km, demonstrates that significant effects will still be present beyond 2 km due to the large-scale, open landscape	selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs), and representative viewpoints used in places to inform the assessment. Visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations.				
9-2.1593	The Visual Receptor Area (VRA) B5 Wickham Skeith and Mendlesham, which is located to the east of the Project, broadly between Thornham Magna in the north and Middlewood Green in the south. There are two Representative Viewpoints (VPs): VP 2.24 Public Rights of Way (PRoW) near	The visual assessment presented in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) identifies that there would be major and significant (adverse) impacts within 0.5 km of the project upon VRA B5 during construction and operation.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Mendlesham and VP 2.08 Wickham Street. Close impacts would occur from parts of the Mid Suffolk Footpath and Middy Railway Footpath, Quiet Lanes, parts of local villages and hamlets, at both construction and operational stages. VPs 2.24 near Mendlesham demonstrates the significance of the effect at 0.4 km from the Project line in an open landscape, which is generally flat with gappy hedgerows and trees. It is a tranquil landscape with quiet single-track lanes and sparse traffic. Although there is an existing 132 kV line in the middle distance in some views, there are few other detractors					
9-2.1594	Concern for the visual impact of the proposed project line near Wickham Street, which is located south-east of Gislingham and the railway, approximately 0.7 km from the Project line. Request further assessment and visualisations are needed between 1 km and 1.5 km in order to demonstrate why a cut off for significance at the operational stage is made at 1 km. The area is characterised by a large-scale, open, gently undulating landscape with good intervisibility. Concern as, scattered copses and the poplar plantation provide some screening, making the pylons and line generally visible over a wide area	We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Wickham Street is located within Visual Receptor Area (VRA) B5 Wickham Skeith and Mendlesham. Significant effects on visual receptors are identified up to a distance of approximately 1.5 km. An assessment of effects on representative viewpoints is provided in Annex A of Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference 6.13.A3). The following viewpoints are within VRA B5 and represent a range of viewpoint distances to the Project: - Viewpoint 2.08 Wickham Street (0.7 km) – significant at operation - Viewpoint 2.10 Whiteup's Lane, north of Mendlesham Green (1.1 km) – not significant at operation - Viewpoint 2.23 Road south of Elm Pollard, west of Wickham Skeith (0 km) – significant at operation - Viewpoint 2.24 PRoW near Mendlesham Hall, west of Mendlesham (Mendlesham 55) (0.4 km) – significant at operation - Viewpoint 2.41 Mid Suffolk Footpath near Mendlesham Green (0.3 km) – significant at operation - Viewpoint 2.43 PRoW, Middlewood Green (Earl Stonham 8) (0.5 km) – significant at operation - Viewpoint 2.50 Wickham Road, south of Wickham Skeith (1.7 km) – not significant at operation - Viewpoint 2.53 Mid Suffolk Footpath near Mendlesham (2.3 km) – not significant at operation				
9-2.1595	The Visual Receptor Area (VRA) B6 Stowupland, which is located to the west of the Project, broadly between Gipping in the north and Creeting St Peter in the south. There are three Representative Viewpoints (VPs): VP 2.12 Mid Suffolk Footpath, VP 2.13 Stowupland, and VP 2.14 Creeting Lane, Creeting St Peter.	The Landscape and Visual impact assessment presented in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) identifies during construction, between 0.5 km and 1.5 km of VAR B6, the scale of change would be medium, increasing to large from Creeting St Peter where slightly elevated views towards		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	It is identified that close and medium-distance views at construction and operation stages will be had from local lanes, the Public Rights of Way (PRoW) network including the Mid Suffolk Footpath, scattered properties, Saxham Street, and the eastern fringes of Creeting St Peter. VP 2.12 Mid Suffolk footpath is 1.2 km from the Project line, looking east/southeast gently sloping towards the VP giving wide open views of a large-scale arable landscape with few or no detractors. The lanes are single track, quiet, and rural. The overhead line is clearly visible across a wide area creating significant effects even from this distance, so it is not considered that significant effects occur only up to 1 km. There are no VP assessments and visualisations greater than 1.5 km in this area, request some need to be identified beyond this to demonstrate whether effects are significant beyond 1.5 km and not 1 km as claimed. There is more topography towards the River Gipping and Gipping Great wood where there is an undulating/sloping valley landscape	the Project would be available. The magnitude of effect would be medium, increasing to high at Creeting St Peter. The effect would be moderate and significant (adverse), increasing to major and significant (adverse) at Creeting St Peter. Beyond 1.5km it was deemed that the scale of change would be small, reducing to barely perceptible from within the inner areas of Stowupland. It is acknowledged that during operation the Project would be seen in the context of an existing 132 kV overhead line which would be noticeable in views however within Stowupland these views would be partially screened by buildings within the settlement, limiting views to the eastern edges. It was deemed that the scale of change would be small beyond 1.5 km, reducing to barely perceptible from within the inner areas of Stowupland. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs). Not all VRAs have representative viewpoints, visualisations do not form the basis of professional judgements made in terms of anticipated significant				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations.				
9-2.1596	Viewpoint (VP) 2.13 Stowupland, in the Visual Receptor Area (VRA) B6 Stowupland, this VP is located 1.5 km from the Project line and demonstrates significant visual effects across a wide area. Criticism with National Grids statement that significant effects occur only up to 1 km. The viewpoint looks east, with Stowupland to the west. Concern as the existing 132 kV overhead line is visible in the middle-distance, but the proposed Project would intensify and extend these effects, making dozens of pylons visible	The visual assessment presented in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) identifies that within VRA B6 Stowupland there would be a significant effect on visual receptors during construction and operation within approximately 1.5 km. Beyond 1.5 km it was determined that effects would not be significant. It is acknowledged that during operation the Project would be seen in the context of an existing 132 kV overhead line which would be noticeable in views. Within Stowupland these views would be partially screened by buildings within the settlement, limiting views to the eastern edges. From Viewpoint 2.13 PRoW south of Stowupland (Stowupland 28) there would be a moderate and significant effect.		X		
9-2.1597	Viewpoint (VP) 2.14 Creeting St Peter in the Visual Receptor Area (VRA) B6 Stowupland, it is located 0.9 km from the Project line and demonstrates the significant visual effects of the pylons as they are viewed on the neighbouring ridge, filling the whole view looking east just north of Creeting St Peter on the edge of a Public Rights of Way (PRoW). The area is characterised by an open, undulating, unspoiled agricultural landscape sitting to the north of the Gipping valley. Stowmarket and the A14 lie	National Grid notes the respondent's feedback.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	just to the west and south, but this northern approach to the village remains unspoiled					
9-2.1598	Criticism that the Visual Receptor Area (VRA) B7 Forward Green and Creeting St Mary, located between Middlewood Green and Creeting St Mary, lacks representative viewpoints (VPs), which is deemed unacceptable. The nearest VP visualisations are approximately 10 km away near Mendlesham to the north and 3 km away to Barking Tye to the south. Without a VP assessment and visualisation, it is not possible to comment on the judgements in this section	We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs). VRA B7 Forward Green and Creeting St Mary is represented by the following viewpoints: - Viewpoint 2.27 All Saints Road, Creeting Hills (Figure 7.12.F48) (document reference 7.12). - Viewpoint 2.40 A1120, Forward Green (Figure 7.12.F58) (document reference 7.12) - Viewpoint 2.44 Fen Lane, near Woolney Hall, north of Creeting St Mary (Figure 7.12.F62) (document reference 7.12).		X		
9-2.1599	The Visual Receptor Area (VRA) B8 Stowmarket, which is located to the west of the Project and encompasses part of the Gipping Valley, including the eastern side of Stowmarket and adjacent farmed valley sides. Although this is a small VRA, it contains a lengthy stretch of the undeveloped Gipping Valley, along which the Gipping Valley River Path runs. There are no representative	We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	viewpoints (VPs) within this area. Request to have at least one VP assessment and visualisation from these receptors, as the Project is proposed to oversail both. Potential VP 2.29 could be used, and another VP chosen between 1-1.5 km. It is difficult to comment on the judgement that there would be no significant construction or operational impacts beyond 1 km without a VP between 1 km and 1.5 km to confirm this	(document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs). VRA B8 Stowmarket is represented by the following viewpoints: Viewpoint 2.28 Gipping Valley Path near Creeting Hall (Figure 7.12.F49) (document reference 7.12).				
9-2.1600	The Visual Receptor Area (VRA) B9 Needham Market, which is located to the east of the Project and encompasses part of the Gipping Valley, including the settlement of Needham Market. There is one Representative Viewpoint (VP), identified as VP 2.15 Needham Market. Criticism, VP 2.15 is not marked on the map, making it difficult to assess whether significant construction and operational effects would be limited to 1.5 km. Suggest an additional VP at that distance from the Project line is required	We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs). VRA B9 Needham Market is represented by the following viewpoints: - Viewpoint 2.15 PRoW, north-west of Needham Market (Needham Market 5) (Figure 7.12.F36) (document reference 7.12) - Viewpoint 2.27 All Saints Road, Creeting Hills (Figure 7.12.F48) (document reference 7.12).		X		
9-2.1601	The Visual Receptor Area (VRA) B10 Great Bricett, which is located to the west of the Project, broadly between Stowmarket to the north and Great Bricett	The visual assessment presented in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) highlights		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	in the south. There are two Representative Viewpoints (VPs): VP 2.16 Badley and VP2.18 B1078, Great Bricett. It is identified that there would be close views of construction activity from the local road and Public Rights of Way (PRoW) network, scattered properties, and the eastern edge of Ringshall Stocks. Close to medium views are represented by VP 2.16 Badley, which is 0.9 km from the Project line. Although there are existing overhead lines and pylons from this VP, the visualisation shows how that wirescape is extended and densified, despite some of the existing 132 kV line being undergrounded	that within VRA B10 the Project would be seen in the context of four existing overhead lines. The assessment states that short sections of three of these existing overhead lines would be undergrounded to accommodate the Project to the east of Badley and west of Offton. Despite this, the Project would add to the presence of infrastructure in the VRA, particularly in the north-east near Badley. As such major and significant adverse impacts have been identified in this area during construction and operation.				
9-2.1602	Viewpoint (VP) 2.18 Great Bricett, located 1.6 km away from the Project line, is an open, gently undulating, large-scale arable landscape. The B1078 road is fast but has intermittent traffic, with few visible detractors. Wattisham Flying Station is nearby but not noticeable from this VP. Distant pylons are visible to the east. The impacts remain significant even at 1.6 km. Query whether the effects on visual receptors during construction and operation would be significant (negative) only within approximately 1.5 km. Suggest a close view visualisation from VP 2.38 to contrast with the more distant VP assessments. Request, a VP closer to 2 km to help clarify where the significant effects are likely to stop	We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs), and representative viewpoints used in places to inform the assessment. Visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		in conveying examples of likely changes in views from a selected number of locations. In addition to Viewpoints 2.18 and 2.38 (which includes a photomontage visualisation), site survey work and desk top analysis have informed the assessment of effects in VRA B10: Great Bricett. This work has developed a greater understanding of the influence of the landscape on views.				
9-2.1603	The visual impact of the project in Visual Receptor Area (VRA) B11, located to the east of the project, between Needham Market and Willisham (Viewpoint (VP) 2.17 Barking Tye). Key points include: There would be close and close to medium distance views of construction activity and the completed project from the local road and Public Rights of Way (PRoW) network, parts of the B1078, scattered properties including Hascot Hill Farm, parts of Barking, the Open Access Area at Barking Tye, and the settlement at Willisham. Barking Tye green is a large traditional open green with extensive views beyond the hedgerows towards rising arable farmland. VP 2.17 Barking Tye, situated 0.8 km from the project line, illustrates how the pylons would be visible over 80% of the view (wholly or in part), forming a new negative backdrop to the green. Request additional VPs are between 1.5-2 km to demonstrate where significant effects cease	We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs), and representative viewpoints used in places to inform the assessment. Visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations. In addition to Viewpoint 2.17, site survey work and desk top analysis has contributed to the assessment of effects identified in VRA B11: Barking and Willisham. This work has developed a greater understanding of the influence of the landscape on views.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1604	The Visual Receptor Area (VRA) B12 Elmsett, which is located to the west of the Project, between Greenstreet Green and Flowton (Viewpoint (VP) 2.21 Elmsett). The assessment identifies that there would be close and close to medium views of construction activity from the local road and Public Rights of Way (PRoW) network, scattered properties, and the fringes of Flowton. The works include the undergrounding of an existing overhead line between Offton and Bramford Substation and works at the substation. There would be close to medium distance views from the local road and PRoW network and parts of Flowton. There would be views from some elevated areas, such as illustrated from VP 2.21 Elmsett. There is a very intimate landscape around Elmsett with steep valley slopes rising up from Offton Road to the flatter or gently undulating more open ridge tops. The lanes are single track, and it is intensely tranquil. Concern as these areas would all be visually affected once the Project is complete. There would be views from some elevated areas, such as illustrated from VP 2.21 Elmsett, which is taken from 1.3 km so is quite distant as opposed to a close to medium view. The Visual Receptor Area (VRA) is very large and warrants additional viewpoints, both close to, and between 1.5-2 kms to demonstrate that 1.5 km is the limit for significant effects	We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs), and representative viewpoints used in places to inform the assessment. Visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations. In addition to Viewpoint 2.21, site survey work and desk top analysis has contributed to the assessment of effects identified in VRA B12: Elmsett in order to develop an understanding of the influence of the landscape on views in the area.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1605	The Visual Receptor Area (VRA) B13 Somersham, which is located to the east of the Project, broadly between Offton to the north-west and Bramford Substation to the south-east. There are two Representative Viewpoints (VPs): VP 2.19 Offton and VP 2.25 Nettlestead. The assessment identifies close views of construction activity from the local road (including a Quiet Lane) and Public Rights of Way (PRoW) networks, scattered properties, and parts of Somersham and Offton. The visualisation from VP 2.19 Offton demonstrates the major impact and significant negative effects of the overhead line in an undulating landscape. This is rolling countryside with intimate heavily vegetated stream side valleys, with quiet single-track lanes and scattered settlement, rising to more open large-scale plateaus. Although existing overhead lines exist in the distance, the proposed Project will significantly add to the negative effects of this VRA when seen close to. At completion, between approximately 1 km and 2 km, there would be some medium to long-distance views of the Project from elevated areas. However, the visualisation from VP 2.25 Nettlestead, taken from 1.9 km from the Project line on elevated land to the northeast of Nettlestead, shows the existing pylons dominating about 25% of the existing view. Concern as the proposed pylons extend both the	Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) states the assessment of effects during construction and operation within VRA B13: Somersham. The magnitude and level of effect a during construction has been identified as medium. During operation the overhead line is likely to be seen on the skyline and be prominent in views near Castle Farm, Offton. The Project would be seen in the context of six existing overhead lines, which converge at Bramford Substation. Part of an existing 132 kV overhead line would be undergrounded to accommodate the Project as shown in Figure 4.2 Project Description- Proposed Project Design- Permanent Features Section B (document reference 6.4). The assessment at VP2.25 Nettlestead Road, Nettlestead identified that there would be long distance views towards stacked pylons on a slightly elevated landform as it enters Bramford Substation, as such effects at Nettlestead have been identified as moderate and significant (adverse). VP2.26: Ipswich Road, Somersham illustrates the removal of the 132 kV overhead line. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	extent and intensity of the existing infrastructure to the point where the whole view is dominated by infrastructure. Concern as it is unlikely that even at 2 kms in elevated and open landscape that this extent and density of 'wirescape' will not appear significant. In the south of the Visual Receptor Area (VRA), construction activity and the completed Project line would be seen in the context of existing electricity infrastructure. Request more VPs to demonstrate the extent of these effects. Potential VP 2.26 would be useful in demonstrating the effects of the removal of the existing 132 kV line in close views. Request a VP from this VRA towards Bramford substation, and potential VP 2.20 may suffice for this	selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs), and representative viewpoints used in places to inform the assessment. Visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations. In addition to the viewpoints identified, site survey work and desk top analysis have informed the assessment of effects in VRA B13: Somersham. This work has developed a greater understanding of the influence of the landscape on views in this area.				
9-2.1606	The Visual Receptor Area (VRA) C1 Burstall, located to the west of the Project in the area surrounding Burstall and Hintlesham, includes three Representative Viewpoints (VPs): VP3.01 Church Hill, VP 3.02 Burstall, and VP 3.06 Hintlesham. Concern that the assessment identifies close views of construction activity from the local road and Public Rights of Way (PRoW) network, including a short section of the A1071, as well as scattered properties and clusters of properties, including those along Church Hill to the north of Burstall. Criticism as VP 3.01 Church Hill, taken from 0.7 km from the Project line, not 0.5 km or less, so	Concerns noted. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs), and representative viewpoints used in places to inform the assessment. Visualisations do not form the basis of		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	represents a close to medium view. It demonstrates how the existing view, dominated by overhead lines in about 50% of the view, is greatly amplified and extended by the proposals, impacting a far wider view and appearing much closer to the viewer due to the greater pylon height. Between 0.5-1 km, there are identified medium distance views of construction and the finished Project from the local road and PRoW network, including the A1071 and scattered and clustered properties, including those along Washbrook Street and those to the north-east of Burstall	professional judgements made in terms of anticipated significant effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations. In addition to Viewpoints 3.01, 3.02 and 3.06, site survey work and desk top analysis have informed the assessment of effects in VRA C1: Burstall. This work has developed a greater understanding of the influence of the landscape on views in this area. The assessment of VP3.01; Church Hill, near Burstalhill, identifies middle distance views of the Project during operation (not close views), and the nearest structure is recorded as being at 0.71km from the viewpoint.				
9-2.1607	The visual impact of the proposed Project line near Burstall. Concern as it highlights that the new line would be closer and taller than the existing overhead line, making it more dominant, especially along Burstall Lane. There are also long views from Hintlesham Priory, over 2 km away, which already have prominent views of the substation and existing pylons, so likely to have an intensified impact from the proposals. Between approximately 1 km and 2 km construction activity and the operational pylons are described as 'would likely be perceptible in some medium to long distance views', and 'form a component 'in some medium to long distance views. Criticism as the visualisation from Viewpoint (VP) 3.06 Hintlesham	The Landscape and Visual chapter indicates that visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations. Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) concluded that during construction effects on visual receptors between 0.5 km and 1.5 km would be moderate and significant, reducing to negligible and not significant within wooded tributary valleys within VRA C1, beyond 1.5 km the scale of change was deemed to be small resulting in a minor and not significant impact.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	at 1.6 km distance shows that the effects are more than perceptible. Concern as this landscape is likely to be affected by the proposed Bramford to Twinstead Reinforcement and forms part of the historic park of Hintlesham Hall so the cumulative effects on this landscape could be major. Criticism that National Grid state the effects on visual receptors within approximately 1 km of the Project would likely be significant (negative) only within approximately 1 km	Cumulative effects (reported in Chapter 17: Cumulative Effects) resulting from the introduction of the Branstead to Twinstead development, alongside the Project, indicate likely moderate and significant adverse landscape effects during the construction and operation stages within a localised area close to Bramford Substation on the Ancient Plateau Claylands LCT and Rolling Valley Farmland LCT. More distant areas of these LCTs coincide with the area of landscape occupied by the historic park at Hintlesham Hall, though the park itself forms a small proportion of the affected LCTs. Significant cumulative landscape effects resulting from the Bramford to Twinstead development are therefore not anticipated at Hintlesham Park. National Grid has undertaken a detailed assessment of the potential impact of the Project on heritage assets, including the Grade I listed Hintlesham Hall (List Entry 1036917). This assessment, presented within the ES Appendix 11.7: Assessment of Harm to Designated Heritage Assets, concludes that the setting of Hintlesham Hall does not extend to the Order Limits of the Project. As such, it is not considered that the Project would contribute to cumulative effects on the setting or significance of this asset when considered alongside the proposed Bramford to Twinstead Reinforcement.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Visual Impact						
9-2.1608	The Visual Receptor Area (VRA) C2 Washbrook, which is located to the east of the Project and south-east of the existing Bramford Substation. Criticism there are no representative viewpoints within this Visual Receptor Area (VRA), as this area contains an intimate landscape of streams and valleys, Belstead Brook and Spring Brook, criss-crossed by Public Rights of Way (PRoW) and lanes. The assessment identifies that there would be close views from the properties along Burstall Lane and those associated with the valley systems to the south of the A1071, such as at Washbrook Street. The Grindle is designated as a Quiet Lane, located to the north of Sproughton. Request a viewpoint in this area (Potential VP 3.22 which is about 1 km from the Project line is a possible choice or VP 3.07 which is on the border between C1 and C2). The assertion that the removal of three sections of existing 132 kV overhead line to the south of Bramford Substation would avoid the Project adding to the appearance of a 'wirescape' in some views could be demonstrated if a visualisation was done for VP 3.22. Without a demonstration of the effects, it is hard to make a response on the distance beyond which significance of effects will end.	We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs), and representative viewpoints used in places to inform the assessment. Visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations. In addition to viewpoints, site survey work and desk top analysis have informed the assessment of effects in VRA C2: Washbrook. This work has developed a greater understanding of the influence of the landscape on views in this area. The assessment of VP3.22: PRoW near Sproughton (Sproughton 20) (View Direction 310) provides a photomontage visualisation of the Project and the undergrounding of the existing 132 kV overhead line.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1609	The visual impact of the project in Visual Receptor Area (VRA) C3 Ipswich West, Bramford and Sproughton, located to the east of the project, on the edge of Ipswich. Concern as there are no representative viewpoints (VPs) within this VRA. It is identified that effects on receptors within this VRA would likely not be significant, but we consider that a viewpoint towards the west of the VRA is needed to confirm this.	We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs), and representative viewpoints used in places to inform the assessment. Visualisations do not form the basis of professional judgements made in terms of anticipated significant effects but can sometimes be useful tools in conveying examples of likely changes in views from a selected number of locations. Following preliminary studies, it was determined that site survey work and desk top analysis would be appropriate methods to assess the effects identified in VRA C3: Ipswich West, Bramford and Sproughton. These approaches helped to develop a greater understanding of the influence of the landscape on views within VRA C3 and determine that visual effects were not significant.		X		
9-2.1610	The visual impact of the project in Visual Receptor Area (VRA) C4, located to the north of the project, between Chattisham and Duke Street in the east and Upper Layham in the west, There are four Representative VPs: • VP3.05 Chattisham, National Cycling Network	National Grid notes the respondent's feedback.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	(NCN) Route 1 • VP 3.08 NCR 1, Woodlands Road • Viewpoint 3.06 Hintlesham is just outside to the north • Viewpoint 3.25 Public Rights of Way (PRoW) near Woodlands Hall There would be close views of construction activity and the operational line, including views towards the Cable Sealing End (CSE) compound and construction activity associated with the underground cable, from the local road and PRoW network, including from NCN 1 on Chattisham Road, as well as the linear settlement of Chattisham, and a relatively small number of scattered properties					
9-2.1611	Viewpoint (VP) 3.05 Chattisham, National Cycle Network (NCN) Route 1 is taken from 0.6 km so just outside the 'Close view' definition. Concern as the pylon line is a dominant feature in about 75% of the visualisation. Viewpoint (VP) 3.25 Public Rights of Way (PRoW) near Woodlands Hall is taken from 0.6 km, it illustrates the dominant impact of the Cable Sealing End (CSE) compound from this distance and view. Criticism as the exact location of VP 3.25 on Figure 13.7 is unclear, and 0.6 km is outside National Grids definition of close view. VP 3.08 National Cycle Route (NCR) 1, Woodlands Road is taken from 1 km, it shows that the overhead line still has a moderate, i.e., significant impact at	Comments regarding the identification of significant effects are noted. Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment indicates that VP 3.25 is located 0.5 km from the nearest structure. The landscape assessment states that the Project would be seen on the skyline about the tree line at Viewpoint 3.06. It should be noted that visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	this distance. Viewpoint 3.06 Hintlesham is taken from 1.6 km, it shows that the effects are more than perceptible. Significant effects are considered to remain somewhere between 1-1.5 km rather than 1 km.					
9-2.1612	The visual impact of the project in Visual Receptor Area (VRA) C5, located between Copdock in the east and Capel St Mary in the west, there are two Representative Viewpoints (VPs): • VP 3.04 Washbrook • VP 3.09 Little Wenham. Key points include: Within approximately 1 km of the draft Order Limits (DOL), there would be close views of construction activity from the local road and Public Rights of Way (PRoW) network, including National Cycle Network (NCN) Route 1, as well as scattered properties close to medium distance views of construction from the local road and PRoW network (as represented by VP 3.04 Washbrook). Other receptors would include NCN Route 1, as well as a relatively small number of scattered and clustered properties such as those along Wenham Road. VP 3.04 is taken from 0.8 km away from the Project line. Concern as the visualisation demonstrates the widespread and significant impact of the line at this point with dozens of pylons dominating the fore and middle ground. This is a landscape with some infrastructure visible on the	The concern raised has been noted. The Landscape and Visual Impact Assessment (LVIA) included within the ES, has been undertaken as part of the EIA. The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes GLVIA3. Judgements on landscape value have been made as part of the assessment. These value judgements have been informed by the Landscape Institute's Technical Guidance Note (TGN) 02/21 Assessing landscape value outside national designations. The LVIA assessment of VRA C5 within Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) identifies that National Cycle Network (NCN) Route 1 is of high susceptibility to linear energy infrastructure. It is noted that the overhead line is likely to be seen on the skyline and be prominent from NCN Route 1 where the overhead line crosses the NCN near Coles Green Farm.VP3.09: PRoW, Little Wenham (Wenham Parva 14) is located 1.45km from the nearest structure, and moderate and significant adverse visual effects during construction and operation have been recorded. The assessment includes a photomontage visualisation and		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	horizon but this is approximately 4 km away and so currently barely perceptible in the wider landscape. Criticism that National Grid state the overhead line would most often be seen on the skyline, above intervening vegetation and hedgerows when the visualisation clearly shows the proposed overhead line in the foreground of view. Criticism National Grid further state that between approximately 1 km and 2 km the overhead line would be 'perceptible' in some medium to long distance views is not borne out in VP 3.09 Little Wenham completely understates the visibility of the line in this visualisation from 1.4 km distance, when the overhead wires and pylons are clearly visible in the mid-ground.	illustrates the middle distance views towards part of the Project.				
9-2.1613	The visual impact of the project in Visual Receptor Area (VRA: C6 Radon), part of the area falls within the Dedham Vale National Landscape (an Area of Natural Beauty (AONB). There is one Representative Viewpoint (VP) outside this area to the south-west, although VP 3.10 appears also to be in this area: • VP 3.24 Higham Hill. The Project would be undergrounded within this VRA. Concern as the assessment identifies close views of construction activity associated with the underground cables from the local road and Public Rights of Way (PRoW) network, including the B1070, National Cycle Network (NCN) Route 48, as well as scattered properties and the eastern and southern	We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs), and representative viewpoints used in places to inform the assessment. Visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools in conveying		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	edges of Raydon. People using Noaks Road and Sulleys Hill Road, which are designated as Quiet Lanes would also have close views towards this activity. Viewpoint (VP) 3.24 Higham Hill which is located outside this area to the south-west within Dedham Vale AONB identifies that the finished infrastructure is likely barely perceptible if at all. However, between approximately 1 km and 2 km the overhead line would be perceptible in some limited medium to long distance views from a small part of the north-east of this area. Criticism as VP 3.10 is identified on Figure 13.7 Page 5 but there is no viewpoint photograph and visualisation. Request this as it would be useful to demonstrate that views from the north-east are only 'perceptible'.	examples of likely changes in views from a selected number of locations. VP3.10 was not selected as part of the agreed viewpoints and therefore does not appear in Figure 13.7 - Landscape and Visual – Visual Receptors and Viewpoints Overview (Figure 6.13.F7). In addition to viewpoints, site survey work and desk top analysis have contributed to the assessment of effects identified in VRA C6: Radon. This work has developed a greater understanding of the influence of the landscape on views within VRA C6.				
9-2.1614	C7 Great Wenham and Holton St Mary: This Visual Receptor Area (VRA) is located to the east of the Project in the area around Great Wenham and Holton St Mary. The sole Representative Viewpoint (VP) identified is Viewpoint 3.25 Public Rights of Way (PRoW) near Woodlands Hall. Concern as VP 3.25 PRoW near Woodlands Hall Properties at Lark Hall, just south of Bacon's Green would be entirely encircled by construction works associated with the construction of underground cables. There would also be open views of the underground cable construction works from Raydon Airfield Memorial.	We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visual receptors have been grouped according to Visual Receptor Areas (VRAs), and representative viewpoints used in places to inform the assessment. Visualisations do not form the basis of professional judgements made		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Support the comment that visual effects on visual receptors would generally be significant (negative) within approximately 1 km of the draft Order Limits (DOL). Request a close view of the Cable Sealing End (CSE) is provided to demonstrate the extent of the effects of that piece of permanent infrastructure and the beneficial effects or not of any proposed mitigation. A potential VP 3.16 is identified on Figure 13.7 Page 6 and may fulfil this need if assessed.	in terms of anticipated significant effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations. Two viewpoints, Viewpoint 3.17 Great Wenham (Figure 7.12.F85) and Viewpoint 3.30 PRoW south of Greenfields (Figure 7.12.F97) in Visualisations (document reference 7.12) lie within VRA C7: Holton St Mary and East Bergholt. VP3.30 lies close to the Wenham Grove Cable Sealing End compound. In addition to viewpoints, site survey work and desk top analysis have contributed to the assessment of effects identified in VRA C7. This work has developed a greater understanding of the influence of the landscape on views within VRA C7.				
9-2.1615	In the sections C8 (Undergrounding section – 1 km buffer) Higham and C9 (Undergrounding section – 1 km buffer) Stratford St Mary, support National Grids comment that the effects on visual receptors are likely to be significant (negative) within approximately 0.5 km of the draft Order Limits (DOL) during construction in these two Visual Receptor areas (VRAs).	National Grid notes the respondent's feedback.		X		
9-2.1616	Concerns related to built heritage in the context of the Project. The route crosses the A12 to the east of Langham and enters Tendring district, running east to the East Anglia Connection Node (EACN) and then to the border with Colchester district. Concern as Ardleigh is entirely within the 1 km buffer	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including all designated heritage asset. During construction standard mitigation would be adopted as detailed in the Outline Code of Construction Practice Outline (CoCP) (document reference 7.2).		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	zone of the Proposed Order Limits (POL), with the northern section of Ardleigh Conservation Area (CA) falling within these limits. No direct impacts are anticipated to any built heritage assets as a result of the proposal, with the exception of ArdleighCA. There will be indirect impacts to numerous designated and non-designated heritage assets through changes to their setting, influenced by factors such as proximity to the new overhead cable route, visual receptors, noise, and construction impacts. Criticism as it is unclear from the documents provided to date what mitigation, if any, will be afforded to the setting of heritage assets. There are 326 identified designated heritage assets (scoped in) in Section C. Separate data sets have not been provided for individual districts within this section. Within Tendring district, the highest 'significance of effect' identified to a heritage asset is 'significant permanent negative effect' (to non-designated heritage assets) although no significant permanent negative effects have been identified to any designated heritage assets. However, this is likely to change, should the methodology and categorisation of heritage value be amended (as per the comments above), and in the event of any project design change. Criticism as the incomplete Gazetteer does not currently allow for easy differentiation between built and archaeological heritage assets. Concern as	Changes to the setting of an asset (both designated and non-designated, built or archaeological) would be temporary and would be reversed once the construction phase is completed. Therefore, no additional mitigation measures are proposed during the construction phase. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. During the operation phase there is no proposed mitigation. The Environmental Statement (ES) chapter assessment tables ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) states whether the asset would physically impacted or the impact would be to its setting. The magnitude of impact is then stated (high, medium, low, negligible, no change), as is the mitigation and the significance of effect using the agreed significance of effect matrix as stated in the ES Chapter 11: Historic Environment (document reference 6.11) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2).				

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	there will be an impact on the setting of non-designated built heritage assets, with the highest level of harm identified as 'significant permanent negative effect'. Request amendments to the methodology and information provided to date to accurately assess the impact on individual heritage assets					
9-2.1617	The Stour Valley System Landscape Character Area (LCA 6A) is situated on the south side of the River Stour, around Lawford. A portion of this LCA falls within the Dedham Vale National Landscape, which is an Area of Outstanding Natural Beauty (AONB). Support National Grids assessment which indicates that although the draft Order Limits (DOL) are within 2 km of the Stour Valley System LCA, it is unlikely that construction activities will be noticeable. This is due to the predominantly north-facing slopes and the low-lying landform of the LCA, along with intervening layers of vegetation. Consequently, it is judged that there would likely be no effect on the LCA.	National Grid notes the respondent's feedback.		X		
9-2.1618	The Bromley Heaths Landscape Character Area (LCA 7A) is located south of Dedham Vale National Landscape (AONB) and includes Ardleigh, Bromley Cross, and Little Bromley. Concern as this area within Tendring District is significantly impacted by the Project. The western half of Bromley Heaths LCA will be directly affected by construction activities and the operational stage, particularly around Ardleigh.	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). Effects on landscape character are set out in ES Appendix 13.2: Landscape Baseline and Assessment		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Construction activities include creating an access road to the proposed East Anglian Connection Node (EACN) substation, works between the EACN substation and north of Ardleigh, overhead wires over Ardleigh Reservoir, removal of landscape features, disturbance to farmland, and impacts on Wick Lane, a Protected Lane. Concern as there would be indirect effects include the convergence of several 132 kV overhead lines at the existing Langham sub-station near the EACN site.	(document reference 6.13.A2). The convergence of existing 132 kV overhead lines at Lawford substation formed the baseline for the assessment. Significant effects are identified for the Bromley Heaths Landscape Character Area (LCA) within approximately 1.5 km, during construction and operation.				
9-2.1619	The assessment judges that the effects on the Landscape Character Area (LCA) would likely be significant (negative) within approximately 1 km of the draft Order Limits (DOL). Criticism as there is wide intervisibility in this LCA, as demonstrated by Viewpoint (VP) 3.13, which is 2.1 km away from the Project. The visualisation shows that the pylons and elements of the East Anglian Connection Node (EACN) substation are clearly visible from this distance. Concern as VP 3.12, from 0.9 km, indicates that the Project has a major impact from this distance. Request an assessment and visualisation be taken from potential VP 3.21, which appears to be set about 1.5 km from the Project.	The Landscape and Visual Impact Assessment (LVIA) detailed in Chapter 13: Landscape and Visual of the Environmental Assessment (ES) (document reference 6.13) has included a detailed assessment of changes to views from a range of representative viewpoints, in accordance with guidance and best practice and as agreed through the EIA scoping process and subsequent consultation. It does not attempt to undertake such an assessment from all views, but does include judgements on the nature, location and extent of all of the Project's significant landscape and visual effects, derived both from the viewpoint assessment and from other elements of the LVIA. A 3 km study area has been assessed for impacts from the East Anglia Connection Node (EACN) substation, as the tallest elements of the substations would be no higher than 15 m.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1620	The Ardleigh Valley System Landscape Character Area (LCA 6B) is located to the south-west of Ardleigh and includes Ardleigh Reservoir. The assessment identifies that a small part of the north of this LCA, to the north-east of Colchester, would be directly affected by construction and operational activities. Concern as there would be some conflicts between the Project and the enclosed, small scale of the valley and its characteristic landcover. However, the Project would be introduced into a landscape already influenced by man-made features. Concern as direct effects from construction would include the removal of some landscape features around Ardleigh Reservoir and the introduction of temporary and permanent access tracks, along with disturbance to farmland. Indirect effects are also expected. Viewpoint (VP) 3.14 demonstrates that the Project still has a moderate impact on the landscape at 1.7 km, indicating extended intervisibility. Criticism of National Grid stating significant impacts will only occur within 1 km of the Project here. Request at least one additional viewpoint between 1-1.5 km be assessed and a visualisation created to determine whether the effects are significant or not	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). Effects on landscape character are set out in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). Significant effects are identified for the Ardleigh Valley System Landscape Character Area (LCA) within approximately 0.5 km, during construction and operation. Effects on visual receptors are set out in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Ardleigh Reservoir is within Visual Receptor Area (VRA) C12 Ardleigh. Significant effects on visual receptors are identified up to a distance of approximately 1.5 km from the Project. An assessment of effects from representative viewpoints is provided in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Visualisations are provided in Document 7.12. The following viewpoints are within VRA C12 Ardleigh: Viewpoint 3.11 PRoW north of Ardleigh (Ardleigh 2) (0.2 km from the Project) – effects would be significant during construction and operation		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Viewpoint 3.14 Lodge Lane, Ardleigh Reservoir (0.7 km from the Project) - effects would not be significant during construction and at operation Viewpoint 3.23 Crown Lane North, near Ardleigh Reservoir (0.8 km from the Project) – effects would not be significant during construction and at operation				
9-2.1621	The Alresford Valley System Landscape Character Area (LCA 6C) is located to the south of Great Bromley, following the course of the Alresford River. The assessment identifies that although the draft Order Limits (DOL) fall within 2 km of the Alresford Valley System LCA, it is unlikely that construction activity and the operational stage would be perceptible due to the valley topography and low-lying landform of the LCA, together with intervening layers of vegetation. Support the assessment there would likely be no effect on the LCA.	National Grid notes the respondent's feedback.		X		
9-2.1622	The Zone of Theoretical Visibility (ZTV) of the project in Section C, is located between Ipswich and Colchester, including Tendring. The assessment indicates widespread theoretical visibility of the overhead line within the 3 km study area, including parts of settlements like Ardleigh, the Public Rights of Way (PRoW) network, and the road network (A12, A120, A137). However, visibility is limited in some parts of the valleys due to intervening topography, such as the Stour Valley in Dedham Vale National Landscape (an Area of Outstanding Natural Beauty	The concern raised has been noted. The Landscape and Visual Impact Assessment (LVIA) included within the Environmental Statement (ES), has been undertaken as part of the Environmental Impact Assessment (EIA). The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes GLVIA3. Judgements on landscape value have been made as part of the assessment. These value judgements have been informed by the Landscape Institute's Technical Guidance Note (TGN) 02/21		X		

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	(AONB)), and in some settlements like Lawford due to buildings screening views. The visibility of pylons decreases within valley landscapes across the Tendring plain south of Ardleigh and more so from within the Stour Valley, especially when field boundary and roadside vegetation are taken into account. The assessment indicates theoretical visibility of one or more pylons from ground level to tip from the majority of the study area, with limited visibility in larger settlements like Lawford. There would be theoretical visibility of pylons from the more elevated parts of the study area. Theoretical visibility of the East Anglia Connection Node (EACN) is relatively widespread within the 3 km study area, particularly to the south and east of the EACN, including parts of settlements like Burnt Heath, Bromley Cross, and Little Bromley, as well as the eastern fringes of Ardleigh. Theoretical visibility reduces to the top half or the very tips of pylons in places because of intervening woodland and topography. Visibility from Dedham Vale AONB within the study area is generally limited to its southern fringes, including parts of the A137 (Harwich Road). Visibility of the EACN reduces when field boundary and roadside vegetation are taken into account. Concern as this highlights the widespread potential negative landscape and visual effects of the scheme	Assessing landscape value outside national designations. The LVIA identifies that there will be significant adverse landscape and visual effects during the construction and first year of operation to LCAs, LTCs and visual receptors within the areas that are directly affected by the project. Acknowledgement of wider effects is also noted within the findings of the assessment.				

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9-2.1623	The preliminary Landscape and Visual Impact Assessment (LVIA) groups the viewpoints into Visual Receptor Areas (VRAs) based on geographical location, shared landscape characteristics, and similarity in the nature of views. This approach is considered pragmatic given the large project area, however concern that clarity and detail may have been lost as a result. Suggest that the groupings should follow the landscape character areas or types more closely.	A Landscape and Visual Impact Assessment (LVIA)), included within the Environmental Statement (ES), has been undertaken as part of the Environmental Impact Assessment (EIA). The approach to the LVIA follows professional guidance as set out in Environmental Statement (ES) Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes GLVIA3. Judgements on landscape value have been made as part of the assessment. These value judgements have been informed by the Landscape Institute's Technical Guidance Note (TGN) 02/21 Assessing landscape value outside national designations. The landscape and visual chapter covers the effects of the Project on landscape character and resources with reference to Landscape Character Areas (LCAs) and Landscape Character Types (LCT). A detailed assessment of the effects on the Landscape Character Areas (LCAs) is provided in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2).		X		
9-2.1624	The visual impact of the project in Visual Receptor Area (VRA) C (in Tendring) C10 Dedham Heath: This VRA is located to the north and east of the Project, in the area surrounding Dedham Heath, Dedham and Foxash Estate. Part of this area is within Dedham Vale National Landscape (an Area of Outstanding Natural Beauty (AONB)). The assessment includes viewpoints (VP) such as Birchwood Road near Lamb Corner, VP 3.19 Essex	The LVIA includes an assessment on both landscape character and visual amenity and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). An assessment of effects on visual receptors is provided in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). For the purposes of this assessment, visual receptors were arranged into 'Visual Receptor Areas' (VRAs) as shown on Figure 13.7:		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Way, Dedham Road, and VP 3.20 Fenbridge Lane. Stour in Dedham Vale AONB : The assessment judges that within approximately 0.5 km of the draft Order Limits (DOL) there would be close views of construction activity associated with the underground cables to the west and overhead line and East Anglian Connection Node (EACN) Substation to the south, from both the local road and Public Rights of Way (PRoW) network, as well as scattered properties and settlement located along the local road and lane network. The impact of these views reduces at 2 km distance. Criticism as it is also stated that it is likely that cranes associated with the construction of the overhead line would be distantly visible, at approximately 4.5 km away, from small sections of local lanes and PRoW within Dedham ValeAONB. The viewpoint visualisation Viewpoint 3.20 Fenbridge Lane north side of the River Stour in Dedham Vale National Landscape (an AONB) demonstrate what the effects will likely be at operation and the overhead line is still perceptible even from this distance. It is stated that much of the Project would be undergrounded within this Visual Receptor Area so permanent effects are reduced. Criticism as this understates the permanent effects of the EACN and that of the East-West pylons running from TB005 and TB020. Viewpoint 3.15 Birchwood Road near Lamb Corner is taken from 1.7Km away from the Project line and	Visual Receptors and Viewpoints (document reference 6.13.F7). These VRAs were identified based on geographical location, shared landscape characteristics and a similarity in the anticipated nature of views towards the Project. For Visual Receptor Area (VRA) C10 Dedham Heath significant effects are identified up to a distance of approximately 1.5 km from the Project. An assessment of effects on visual receptors at representative viewpoints is provided in Annex A to ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The following is a summary of effects at the identified viewpoints: Viewpoint 3.15: Birchwood Road west of Lamb Corner (document reference 7.12) – significant during construction and operation Viewpoint 3.19: Essex Way / Mill Hill, west of Lawford (document reference 7.12) – not significant during construction and operation Viewpoint 3.20: Fenbridge Lane (document reference 7.12) – not significant during construction and operation Effects on Dedham Vale National Landscape are set out in ES Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5). Any landscape softening that does not remove or reduce a significant residual effect but seeks to off-set the effect is classed as landscape compensation. Such landscape compensation measures (e.g. creating or enhancing natural landscape features outside of the Order Limits)				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	demonstrates that moderate effects over a wide area can occur even from this distance. Concern as even at 2.5Km see Viewpoint 3.19 Essex Way, Dedham Road, the pylons and overhead cables are clearly perceptible in a flat open landscape. Request an additional viewpoint assessment and visualisation is needed closer to the Proposed EACN substation in order to properly evaluate its effects from the south of this Visual Receptor Area. The assessment states there would be visual effects would most often be seen on the skyline beyond 1.5Km, above intervening vegetation, and hedgerows. Criticism as the term 'skyline' implies distant views whereas the perception is the middle-distance, as evidenced by Viewpoint 3.15 Birchwood Road near Lamb Corner. Concern as the proposed planting around the EACN substation would only reduce effects on close to views of the EACN, not of the pylons and overhead cables. Criticism on assessment that effects on visual receptors would likely be significant (negative) beyond 1.5 km of the Project in some circumstances, as evidenced by Viewpoint 3.15 Birchwood Road near Lamb Corner. Criticism as the assertion that '…intervening vegetation on the relatively flat plateau would filter most views' appears overstated. Request the permanent loss of woodland at Black Brook should be re-examined to see if this can be mitigated or compensated for.	are considered in relation to the mitigation hierarchy but there is no requirement under policy to compensate for all residual effects. The residual effects that remain following the application of the mitigation hierarchy and any compensation provided then falls to the Planning Balance. The loss of all woodland habitat, including that at Black Brook, will be mitigated for through a combination of onsite replacement planting and offsite enhancement measures. Details have been incorporated into the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) on replacement woodland planting. In addition National Grid has committed to delivering 10% Biodiversity Net Gain (BNG) which includes 10% increase in woodland biodiversity units across the Project. Further details on the BNG mitigation and enhancement proposals are included within the Biodiversity Net Gain Report (document reference 7.1).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1625	The visual impact of the project in Visual Receptor Area (VRA) C12, is located to the south of the project, in the area surrounding Ardleigh, Fox Street, Burnt Heath, and Bromley Cross. The assessment includes Viewpoints (VP) 3.11 Ardleigh and VP 3.14 Ardleigh Reservoir, Lodge Lane. Concern as construction activities would be visible in close views in the north of the VRA, associated mainly with the overhead cables, but also with the construction of the underground cables and the East Anglian Connection Node (EACN) Substation. Within approximately 0.5 km of the draft Order Limits (DOL), it is identified there would be effects on the local road and Public Rights of Way (PRoW) network, including Wick Lane to the west of Ardleigh Reservoir (which is a Protected Lane) and there the lane network crosses Ardleigh Reservoir as demonstrated in VP 3.14 Ardleigh Reservoir, Lodge Lane, seen from 0.7 km from the Project line. Longer distance impacted views will be had from Crown Lane (Protected Lane) The effects on scattered properties and those in and around Ardleigh is represented in VP 3.11 Ardleigh. Concern as VP 3.11 illustrates how substantial both the scale and extent of the negative effects are at 0.2 km from the Project line. Most of the setting of Ardleigh, to the west, north and east will be permanently negatively significantly affected by these proposals. Criticism of the assessment that effects on visual receptors would likely be significant	A landscape and visual impact assessment (LVIA) has been undertaken as part of the EIA and reported in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people in communities and using public rights of way). Concerns are noted on the visual impact upon VRA C12 Ardleigh. The assessment of visual effects on this area during construction and operation is presented within ES Appendix 13.3 Visual Baseline and Assessment (document reference 6.13.A3). The assessment reports significant visual effects during construction and operation within 1.5 km of the Project Limits of Deviation (LoD) including views from Frating Road The methodology and approach to assessment of visual impact has been discussed and agreed with relevant stakeholders. During these discussions, a number of landscape and visual viewpoints were identified in collaboration with stakeholders. The following viewpoints are within VRA C12 Ardleigh: Viewpoint 3.11: PRoW north of Ardleigh (Ardleigh 2) (document reference 7.12) Viewpoint 3.14: Lodge Lane, Ardleigh Reservoir (document reference 7.12) Viewpoint 3.23: Crown Lane North, near Ardleigh Reservoir (document reference 7.12)		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	(negative) only within approximately 1 km of the DOL or finished Project. VP 3.14 demonstrates the significance of effects within a well-treed landscape, request further assessment between 1-1.5 km in order to demonstrate that effects from that distance are not significant. Concern as there is potential VP 3.23 is too close and one of the public footpaths somewhere north of Green Island Gardens or just south of Frating road may be appropriate.	Viewpoint HE25: Ardleigh (document reference 7.12) Viewpoint locations are shown on Figure 13.7 Visual Receptors and Viewpoints (document reference 6.13.F7). Viewpoints and associated visualisations contained in Visualisations (document reference 7.12) do not form the basis of professional judgements made in terms of anticipated significant visual effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations. Site survey work and desk top analysis have also informed the assessment of effects in this area. This work has developed a greater understanding of the influence of the landscape on views in this area.				
9-2.1626	The visual impact of the project in Visual Receptor Area (VRA) C13, is located to the east of the project, broadly between Lawford, Little Bromley, and Little Bentley, with a small part within Dedham Vale National Landscape (an Area of Outstanding Natural Beauty (AONB)). The assessment includes viewpoints such as Viewpoint (VP) 3.12 Waterhouse Lane, Burnt Heath, and VP 3.13 Little Bromley. Concern as the assessment identifies that construction activity associated with the proposed overhead line, the underground cable and East Anglian Connection Node (EACN) Substation, would be visible in close views in the west of theVRA, with part of the Landscape Character Area (LCA) also be	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). An assessment of effects on visual receptors is provided in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). For Visual Receptor Area (VRA) C13 Little Bromley significant effects are identified up to a distance of approximately 1.5 km from the Project. An assessment of effects on visual receptors at representative viewpoints is provided in Annex A to		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	affected by the creation and use of the access road to the proposed EACN with close views of construction from the local road and PRoW network and scattered properties. Concern as VP 3.12 Waterhouse Lane, Burnt Heath from 0.9 km demonstrates the potential significance of the negative effects from a distance of nearly 1 km away from the Project line and EACN of the finished project, and therefore the likely effects towards the end of the construction period. Concern as Little Bromley Road (Protected Lane) between 0.5-1.0 km would be affected. It is stated that between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views from scattered properties. Criticism as VP 3.13 Little Bromley is taken from 2.1 km and demonstrates at least moderate effects at completion from this distance in these open, flat landscapes, it is likely therefore that significant construction effects could be felt at this distance, especially towards of the of the construction period, not just up to 1.5 km. Concern as although the overhead cables and EACN Substation would most often be seen in the middle distance, above intervening vegetation and hedgerows and sometimes viewed in the context of existing 132 kV overhead lines between 1-2 km, this additional proposed line intensifies this effect as shown in VP 3.13 Little Bromley, which is actually taken from 2.1 km. Whilst views of the EACN Substation are less likely to be apparent between 1-2	Appendix 13.3: Visual Baseline and Assessment in the Environmental Statement (ES). The following is a summary of effects at the identified viewpoints: Viewpoint 3.21 Barn Lane, Little Bromley (Figure 7.12.F88) (document reference 7.12) – not significant during construction and operation Viewpoint 3.12 Waterhouse Lane, Burnt Heath (Figure 7.12.F81) (document reference 7.12) – significant during construction and operation, reducing to not significant at year 15 when mitigation planting is semi-mature Viewpoint 3.13 PRoW, Little Bromley (Little Bromley 16) (Figure 7.12.F82) (document reference 7.12) – significant during construction and operation Effects on Dedham Vale National Landscape are set out in Environmental Statement (ES) Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	km due to the lower height of structures combined with distance and intervening vegetation, VP 3.13 Little Bromley, implies there is the potential for moderate effects from 2.1 km. Request additional VP assessments between 1.0-1.5 km to clarify where the significant effects are likely to stop. Potential VP 3.21 might fulfil this requirement.					
9-2.1627	Concern that the landscape and visual effects of the scheme would be extensive and there is a need to reduce the visual impact of existing infrastructure. Criticism in relation to Chapter 13 of the Preliminary Environmental Information Report (PEIR), that the information presented within the PEIR does not allow the respondent to fully consider the site choices and design principles in relation to visual impacts. Without this information the respondent feels they cannot have oversight of whether negative effects have been minimised or assess whether opportunities for creating positive benefits or enhancements have been recognised. Criticism that three viewpoints previously requested by BDC have not been included, and requests that they are included. Concern about the impact on the character of the river valley landscapes. Suggests protected lanes in the area (BDC local plan policy LPP69) should also be identified as receptors in the Environmental Statement (ES).	The good design principles that have been adopted throughout the design process are detailed in Environmental Statement (ES) Chapter 4: Project Description (document reference 6.4). This includes reference to NPS EN-1 and the National Grid options appraisal process (National Grid, 2012). The January 2024 National Policy Statement for Electricity Networks Infrastructure (EN-5), published by the Department for Energy Security & Net Zero, recognises that new overhead lines can give rise to adverse landscape and visual impacts. It advises that The Holford Rules (see Appendix I22 of this report), guidelines for routeing of new overhead lines, should be embodied in proposals. The alignment has been developed in response to National Grid's commitment to balancing the following factors: environmental and socio-economic constraints and opportunities; engineering feasibility; cost; and planning policy. These guidelines have therefore been adhered to wherever possible in the routeing and design development of the Project.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA. The LVIA includes an assessment on both landscape character and visual amenity. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). Measures taken to mitigate landscape and visual effects are set out in ES Chapter 13: Landscape and Visual (document reference 6.13). The presence of existing infrastructure has been considered within both the baseline and scheme assessment. Viewpoints proposed by Braintree District Council were included in the LVIA. An assessment of effects on visual receptors at viewpoints is provided in Annex A of Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The impact of the Project upon the characteristics of river valley landscapes along the route is set out in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). Protected Lanes are identified in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3).				
9-2.1628	Criticism that three additional viewpoints requested by Braintree District Council (plan provided by respondent) were not included in relation to	National Grid has carefully considered feedback on viewpoint locations. These three additional viewpoints, as requested by Braintree District Council, have been		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Appendix 13.9 of the Preliminary Environmental Information Report (PEIR) and should be included in the Environmental Statement (ES) along with effects on receptor groups.	included in the Environmental Statement (ES). Viewpoint locations are shown on ES Figure 13.7: Visual Receptors and Viewpoints (document reference 6.13.F7) and the viewpoints are presented in Visualisations (document reference 7.12) those relevant to this feedback are listed below: Viewpoint 5.16 has been included in response to Braintree District Council suggested location 'A' Viewpoint 5.17 has been included in response to Braintree District Council suggested location 'B' Viewpoint HE36 has been included in response to Braintree District Council suggested location 'C' and Viewpoint 5.18 is also located close by to the north east A landscape and visual impact assessment (LVIA) has been undertaken as part of the EIA and reported in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people in communities and using public rights of way). Chapter 13 is supported by Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This appendix sets out the assessment for each visual receptor area. Visual receptor areas relevant to this feedback are outlined below:				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		E1 Coggeshall (contains Viewpoint 5.18 and Viewpoint HE36 lies just to the south) E2 Rivenhall (contains Viewpoint HE36 and Viewpoint 5.17 lies just to the north) E4 Silver End (contains Viewpoint 5.17) E5 Black Notley & White Notley (Viewpoint 5.16 lies just to the south) E6 Terling and Witham (contains Viewpoint 5.16)				
9-2.1629	Suggest that a finer level of assessment is provided in the Environmental Statement (ES) in relation to Appendix G of the Preliminary Environmental Information Report (PEIR), including receptor groupings which should reflect the nature of each user group. For example, effects on people using public rights of way should be considered separately to those within residential properties. This will be the case if the ES accords with Guidelines on Landscape and Visual Impact Assessment (GLVIA3) as suggested.	A landscape and visual impact assessment (LVIA) has been undertaken as part of the EIA and reported in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The approach to the LVIA follows professional guidance as set out in ES Appendix 6.13: Landscape and Visual Methodology (document reference 6.13.A1), which includes GLVIA3. The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people in communities and using public rights of way). ES Chapter 13: Landscape and Visual (document reference 6.13) is supported by ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This appendix sets out the assessment for each visual receptor area. This assessment is supported by viewpoint assessments presented in Annex A: Viewpoint Assessment of ES Appendix 13.3 Visual Baseline and Assessment (document reference 6.13.A3). The relevant visual receptors and the reasons for the selection of the		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		viewpoint are provided on each sheet. This includes visual receptors such as local communities, users of the road network, the National Cycle Network, long distance paths and PRoWs, people visiting designated landscapes, heritage assets, promoted viewpoints, open access land and other visitor attractions. In addition, a separate assessment of effects on residential visual amenity is presented in Appendix 13.4: Residential Visual Amenity Assessment (RVAA) (document reference 6.13.A4). This describes the change in views likely to be experienced by residents at the closest residential properties to the permanent overground above ground elements of the Project (within approximately 200 m).				
9-2.1630	Suggestion that full consideration is given to landscape and visual mitigation and compensation measures if required	Mitigation around substations, substation extensions and CSE compounds is detailed in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The tree planting strategy will prioritise replanting within the Order Limits, although offsite provision may be required. Offsite tree planting is considered to be landscape compensation. Further detail is provided in the Outline LEMP (document reference 7.4). Additional planting may be considered within the Order Limits at detailed design stage, in locations such as around Tilbury North Substation and the permanent access roads to the East Anglia Connect		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Node (EACN) substation and Tilbury North Cable Sealing End (CSE) compounds.				
9-2.1631	Whilst the respondent supports the proposed changes to the alignment and positions of the pylons as detailed in the Design Development Report, the respondent seeks clarification of the visual impact of existing infrastructure on the landscape and the setting of Grade II listed Cockerell's Farm, adjacent to pylons TB73 - TB75 (nr.Surrex / Skye Green). The respondent seeks clarification on the current mitigation proposed (removal of existing pylons at the intersection with the existing overhead line) and whether this would be sufficient to avoid 'wirescape' concentration in this location. The respondent seeks clarification on the full impacts of the undergrounding and cable sealing end apparatus for the existing overhead line at TB75.	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including grade II listed buildings in this area. All listed buildings within 2 km of the Order Limits are considered in the Historic Environment assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. Mitigation measures, such as pylon placement and screening for both new and existing structures, have been explored to mitigate identified impacts effectively. These actions have been documented and are presented in the Environmental Statement (ES), Chapter		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		11: Historic Environment (document reference 6.11), which forms an integral part of the Environmental Impact Assessment (EIA) for the Project. The approach to assessment and mitigation presented in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) has been discussed and agreed with key heritage stakeholders. The assessment of Cockerell's Farmhouse and Bakehouse' (1169484) concludes a temporary moderate adverse significance of effect during construction and a direct, permanent moderate adverse significance of effect during operation. No additional mitigation measures are proposed as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA. The LVIA includes an assessment on both landscape character and visual amenity, and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). Effects on visual receptors are set out in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Cockerell's Farm is within Visual Receptor Area (VRA) E2 Feering and Rivenhall, and significant effects on visual receptors are reported. The assessment takes the removal of part of an existing 132 kV overhead line near Skye Green into account, during construction and operation. The removal				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of the existing overhead line would reduce the sense of 'encirclement' of properties at Skye Green by existing and proposed infrastructure.				
9-2.1632	The respondent requests that National Grid provides confirmation on the timing and sequencing of the negotiations it has had with CEG Land Promotions Limited (CEG) relating to land rights and the potential undergrounding of existing electricity transmission infrastructure at Dunton Hills Garden Village (DHGV). The respondent notes on paragraph 2.6.4 of National Policy Statement (NPS) EN-5 that where compulsory acquisition rights are sought, permanent arrangements are strongly preferred over voluntary wayleaves. The respondent strongly advocates this position as it provides greater reliability, economic efficiency and reflects not just the importance of delivering critical national priority (CNP) infrastructure, but the need for robust assessment and the application of the mitigation hierarchy which should include compensation (paragraph 2.6.6 of NPS EN-5).	National Grid notes the respondent's feedback. We have proposed the undergrounding of existing third party infrastructure where required to construct the Project, we have worked with the Distribution Network Operator (DNO) to identify a provisional route which has been identified to be as direct and economic as possible. No engagement was held with CEG over this route and since it lies to the east of CEG's interest and therefore no agreement with CEG regarding permanent arrangements is required.		X		
9-2.1633	In relation to Chapter 4 for the PEIR, paragraph 4.8.18, National Grid state for the vegetation clearance of the proposed 400 kV overhead line, a 40 m wide swathe will be removed to facilitate construction activities, respondent notes it is unclear if sections would be felled to ground level with no removal of roots. Additionally, up to 8 m of	Details of vegetation clearance requirements are provided in the Environmental Statement (ES) Chapter 4: Project Description (document reference 6.4) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). Vegetation removal will be minimised as far as is practicable. In line with the approach set out in Environmental		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	vegetation on either side of the 40 m will be managed during construction, operation, and maintenance, potentially affecting an additional 22 m of vegetation on either side. This results in a potential impact corridor of 100 m width, which should be minimised wherever possible. Request the mitigation hierarchy be rigorously applied to avoid impacts before needing to consider mitigation and compensation.	Statement (ES) Chapter 5: EIA Approach and Method (document reference 6.5) and in accordance with National Policy Statement EN-1 and EN-5 (Department for Energy Security and Net Zero, 2024) the mitigation hierarchy has been applied during the iterative design process to, in the first instance, avoid creating adverse effects, prevent, reduce and finally, where appropriate, offset adverse effects. Mitigation around substations, substation extensions and CSE compounds is detailed in the Outline LEMP (document reference 7.4). National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The tree planting strategy will prioritise replanting within the Order Limits, although offsite provision may be required. Offsite tree planting is considered to be landscape compensation. Further detail is provided in the Outline LEMP (document reference 7.4). Additional planting may be considered within the Order Limits at detailed design stage, in locations such as around Tilbury North Substation and the permanent access roads to the East Anglia Connection Node (EACN) substation and Tilbury North Cable Sealing End (CSE) compounds. Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6), submitted as part of the ES, provides details of the impacts to trees.				
9-2.1634	The respondent discusses the impact of the Project on the Colne River Valley Floor (LCA A4). This LCA is located along the River Colne to the west of	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA) and is presented in Environmental		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Colchester. A narrow part of the Colne River Valley Floor LCA would be directly affected by construction activity to the east of Fordstreet. The respondent judges that the significant effects would be more widespread, both towards the end of the construction period and during operation, as this is an unspoiled river valley and views in and out of the valley, including from Mill Lane and along the Essex Way that follows the river for some distance, are quite widespread. This area used to be a Special Landscape Area and would likely be identified as Valued Landscape if an assessment was carried out. It is the most accessible section of unspoiled riverside landscape to the west of Colchester and is used extensively by walkers. The respondent suggests that a Valued Landscape Assessment should be carried out, and the opportunity for either realignment north and west of the Open Access Land explored or undergrounding be proposed as an alternative.	Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). An assessment of effects on landscape character is provided in ES Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). National Grid has considered an alternative route to the north and west previously but has not considered it to be preferred. We have noted some potential for reduced effects in respect of some topics but also noted in the 2024 Design Development Report (paragraph 5.4.143) (available on the Project website) that it was less preferred as it was a longer, less economic and efficient route with more pylons and angle pylons. We also noted it was likely to lead to increased effects on various heritage assets including a Grade I listed building and several moats associated with other listed buildings. In the absence of new evidence or the identification of further factors we continue to consider these reasons valid and no change is proposed. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed*				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Colne Valley would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference				

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		6.13) and this has identified any need for additional mitigation.				
9-2.1635	Suggest within the Preliminary Environmental Information Report (PEIR), in Section 3: Baseline, the introduction should clearly describe how the different landscape level assessments have been undertaken within Essex, as the various assessments used are not all related in a structured way and originate as separate projects. Concern within the landscape sections, there is a mix of National Character Areas, Historic Environment Characterisation (with the omission of the Historic Environment Character Areas but concentrating on the Character Zones), and the Historic Landscape Characterisation project (should be Bennett 2011). Support the assessments being used, suggest the need for a statement on how they may complement each other.	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA), and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). Baseline data sources are listed in Chapter 13. An assessment of effects on landscape character is provided in ES Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). A description of national and regional landscape character is provided for context, with reference to Natural England's National Character Areas and Landscape East's East of England Landscape Typology. The assessment is based on district or county level landscape character assessments, depending on their availability. Landscape Character Types (LCT) and Landscape Character Areas (LCA) within the Study Area are described and assessed. LCTs and LCAs are shown on ES Figure 13.6: Landscape Character Types and Landscape Character Areas (document reference 6.13.F6). Within Essex the assessment is based on the following landscape character assessments (described by district): Tendring District - Tendring District Landscape Character Assessment (LUC, 2001) Colchester District - Colchester Borough Landscape		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Character Assessment (Chris Blandford Associates, 2005) Braintree District - Essex Landscape Character Assessment (Chris Blandford Associates, 2003) Chelmsford District – Essex Landscape Character Assessment (Chris Blandford Associates, 2003) Brentwood District - Essex Landscape Character Assessment (Chris Blandford Associates, 2003) Basildon District - Landscape Character Assessment of Basildon Borough (The Landscape Partnership, 2014)				
Wildlife / Ecology Impact						
9-2.1636	Concern about impact of the Project on flightpaths for birds (generally - no location given; please provide species / flightpath name in details sheet)	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment (HRA) Report (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1637	Concern about impact of the Project on birds (please provide species in details sheet)	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment (HRA) Report (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4). accompanying the Development Consent Order (DCO) application.	X	X	X	
9-2.1638	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-2.1639	Concern that the Project will result in a negative impact on protected species (only use if respondent uses "Protected Species")	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-2.1640	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*." Beehives can become charged if directly under an overhead line because of the electric field it produces.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		For existing overhead lines, this can be eliminated by screening or earthing the hive, but for new overhead lines, embedded design measures and careful routeing will avoid any potential effects. There does not seem to be evidence of EMFs adversely affecting bees directly. In the United States of America, the strip of land along power lines has been shown to be particularly attractive to bees, with these areas being utilised by commercial bee farms. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived.				
9-2.1641	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10 % Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10 % BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
9-2.1642	Concern that the Project will result in a negative impact on rivers / other bodies of water (please provide river in details sheet if specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10 % Biodiversity Net Gain (BNG) for new Development Consent Order developments (which				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		is not yet in force and expected May 2026). National Grid has committed to deliver 10 % BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.				
9-2.1643	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10 % Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10 % BNG with environmental and societal benefits on all construction projects. The 10 % BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
9-2.1644	Suggest ecological enhancements as part of the Project	The Environment Act 2021 introduces a mandatory requirement for 10 % Biodiversity Net Gain (BNG) for new DCO developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10 % BNG with environmental and societal benefits on all construction projects. The 10 % BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		As well as seeking to avoid and minimise our impacts to nature the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental and societal benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.				
9-2.1645	Suggest target for Biodiversity Net Gain for the Project (please provide target in details sheet)	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for development (subject to certain exemptions), however this requirement is not yet in force for development consented pursuant to a Development Consent Order (DCO). Current indications are that it will apply to DCO applications submitted from May 2026, however this is yet to be confirmed. National Grid has committed to deliver 10 % BNG with wider environmental and societal benefits on all construction Projects. The 10 % BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as avoiding and minimising our impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental and societal benefits, which has been identified through Project design development. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and all options	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		have been considered in the Biodiversity Net Gain Report (document reference 7.1).				
9-2.1646	Criticism that consideration has only been given to biodiversity net gain and ecological enhancement at the locations of the electricity sub stations (e.g. had the project taken account of all design factors including biodiversity net gain then it is likely that alternative alignments may have afforded greater opportunities for enhanced mitigation and biodiversity net gain)	While additional habitat creation and enhancement has been focused around the National Grid's permanent assets (i.e. substations and cable sealing end compounds), Biodiversity Net Gain (BNG) has taken account of all replacement planting along the full length of the Project. Where there is any deficit in biodiversity units only then will offsite solutions be considered. The biodiversity mitigation hierarchy has been adhered to through this process and the approach agreed with Natural England and the Local Authorities. National Grid ware committed to delivering 10 % BNG is deliverable as part of the Project. Full details of the BNG approach and mitigation solution are provided within the Biodiversity Net Gain Report (document reference 7.1).			X	
9-2.1647	Concern about National Grid's plans for ongoing environmental monitoring post-construction	Any requirements for monitoring of mitigation required are detailed within the Environmental Statement (document reference Volume 6: Environmental Statement) that accompanies the application for development consent.	X		X	
9-2.1648	Concern that the Project could breach the Conservation of Habitats and Species Regulations (2017)	A suite of protected species surveys has been undertaken to ensure there was sufficient baseline data to inform an impact assessment that has ultimately outlined the proposed mitigation, ensuring legal compliance with regards to the Conservation of Habitats and Species Regulations (2017).			X	

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		In terms of sites that form part of the National Site Network (NSN), a Habitats Regulations Assessment (HRA) Report (document reference 5.3) has been undertaken in accordance with the Regulations. The HRA has screened out the majority of potential Likely Significant Effects (LSE) through embedded mitigation where potential impact pathways have been avoided on the qualifying features at Stage 1 Screening. This has been agreed with Natural England. Where impacts cannot be avoided without the implementation of mitigation measures, consultation has been undertaken with Natural England where National Grid has agreed the approach which is set out in Stage 2 - Appropriate Assessment of the HRA. This largely refers to best practice measures set out in the Outline Code of Construction Practice (CoCP) (document reference 7.2) as well a discussion around the temporary loss of habitat for avian species in connection with alternative habitat in the wider area. It has been agreed that the Project is not considered to impact the integrity of any NSN Site and will not be in breach of the Conservation of Habitats and Species Regulations (2017).				
9-2.1649	Criticism that National Grid expresses a preference for maintaining a 30m distance from hedgerows for pylons, but deem it acceptable to remove areas of hedgerows for constructing an access road	Every effort has been made to reduce the impact on habitats across the project including on hedgerows. Commitments have been made within the Environmental Statement (ES) Chapter 4 The Project Description (document reference 6.4) to 'pinch in' works at hedgerows to reduce impacts as far as practicable. However, in order to facilitate the construction of the			X	

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		Project, there will be some unavoidable temporary loss of hedgerow habitat. All hedgerow loss to facilitate construction haul roads will be replanted on completion of works with a more diverse native species mix of local provenance. Hedgerow impacts and associated replacement planting are included within the Biodiversity Net Gain (BNG) Report (document reference 7.1), with an aim of delivering 10% BNG for hedgerow habitat as part of the project.				
9-2.1650	Concern that the Project will impact trees covered by Tree Preservation Orders / Tree Protection Orders	During pre-application National Grid asked relevant planning authorities to share information on Tree Preservation Orders (TPOs). Impacts to trees covered by a TPO from the Project are presented in Environmental Statement (ES) Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6).			X	
9-2.1651	Suggest that National Grid consider the Suffolk Wildlife Trust's work to ensure the protection of critically important natural landscapes across Suffolk	The natural landscapes have been considered through extensive consultation relating to Biodiversity Net Gain and bespoke landscape and ecological mitigation detailed in the Biodiversity Net Gain Report (Document Reference 7.1) and the Outline Landscape and Ecology Management Plan (LEMP) (document reference 7.4).			X	
9-2.1652	Concern about the scale of loss of vegetation due to the Project	The project has made significant effort to avoid impacting vegetation where at all possible through careful routeing and siting. Where vegetation loss is unavoidable National Grid is committed to replacement planting and achieving 10% biodiversity net gain (BNG)			X	

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		with wider environmental and societal benefits, details of which are set out in the Biodiversity Net Gain (BNG) Report (document reference 7.1) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				
9-2.1653	Suggest that National Grid should consult with badger groups across the Project area (e.g. on any sett closures necessary)	Historic records of badger have been obtained from local record centres across the Order Limits and within 2 km. Detailed badger surveys have also been undertaken across the Project, in order to get an accurate picture of the local badger territories. A detailed impact assessment on badger has been undertaken and is included in Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). National Grid is agreeing the required badger mitigation measures across the route with Natural England. All measures would be in line with current guidelines and under Natural England licence where required.			X	
9-2.1654	Criticism that the List of Competent Experts in Appendix 1.1 of the Preliminary Environmental Information Report (PEIR) indicates that the qualifications or experience for the purposes of an otter survey is absent, and that the reference to "specialising in ornithology" suggests that the requisite qualifications or experience of the "expert" to carry out otter surveys are missing (the Government Website states that ecologists who	All lead surveyors undertaking otter surveys on the Project had the required knowledge, skills and practical experience as outlined within the CIEEM Competencies Guide. While there is no specific qualification or survey licence required to undertake otter surveys, the surveyors leading the surveys were all professional ecologists and full members of CIEEM (the professional body for ecologists) and therefore considered experts as set out in the Government guidance.			X	

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	undertake otter surveys must be qualified and experienced to carry out surveys for otters, and that they must have specific qualification or experience to carry out otter surveys)					
9-2.1655	Concern that the Project will impact Barbastelle bats in Essex (there are 3 roost records and 21 activity records for the rare Barbastelle bat in Essex) / Suggest Barbastelle bats will need adequate assessment to avoid severance to foraging and commuting routes within any sustenance zones of a maternity colony, and that where hedge crossing or removals are necessary to retain connectivity during construction that camouflaged netting is attached (e.g. this will be needed to enable bat species to continue to use affected hedgerows) / Suggest that National Grid provide a detailed assessment of hedgerows throughout the scheme corridor and their value for bats, alongside a mitigation and compensation strategy, and that National Grid bear in mind the recent definition of favourable conservation status for Barbastelle bats published by Natural England	A range of bat species surveys have been undertaken across the Project's proposed route. The results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.9 to 8.11 (document reference 6.8.A9 - 6.8.A11) of Environmental Statement (ES). Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority (LPA) as relevant.		X	X	
9-2.1656	Requests future clarification of the method used (i.e. habitat parameters) for determining the Water Vole habitat suitability of a watercourse, and more detail as to how the issue of dense vegetation was resolved so that it did not present a significant survey constraint	The methodology used and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 8.13: Otter and Water Vole Report (document reference 6.8.A13) of the Environmental Statement (ES). Appropriate mitigation would be implemented where impacts are identified as		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		agreed with Natural England and the Local Planning Authority (LPA) as relevant.				
9-2.1657	Request that full arboricultural impact assessments are submitted in accordance with British Standard 5837:2012, and that the surveys are completed in advance of a design being fixed to prevent any conflict with high value trees, woodlands and hedgerows. Once the design is fixed, an Arboricultural Method Statement (AMS) and accompanying Tree Protection Plan (TPP) will be required to ensure retained trees are suitably protected throughout the course of the Project.	Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) has been submitted as part of the Environmental Statement (ES). The AIA has been prepared in accordance with BS 5837:2012. Data collected during the arboricultural surveys was used to inform the Project design. An Arboricultural Method Statement will be produced following detailed design and include details of tree mitigation measures.		X		
9-2.1658	Concern that the Project may result in the loss of veteran trees / Suggest that a veteran tree assessment coincides with any other arboricultural surveys to identify any veteran trees that are within 15 metres of the application area	Detailed arboricultural surveys have been undertaken across the route, which included an up to 30m buffer beyond the Order Limits to identify veteran trees. The results have been used to inform the iterative design process, details of which are presented in Environmental Statement (ES) Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6). National Grid has prepared an Ancient Woodland and Veteran Tree Strategy (see Appendix B of the Outline Landscape and Ecological Management Plan (document reference 7.4)). This strategy sets out the ancient woodland and veteran tree surveys undertaken on the Project, the impacts and proposed mitigation measures.		X		
9-2.1659	Suggest that trenchless underground cable crossing works for the Project where a main river is crossed	While we acknowledge the importance of avoiding disruption to fish spawning, we cannot commit to a	X			

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	should be programmed to avoid the coarse fish close season (15th March to 15th June inclusive) where possible to prevent disruption to fish spawning	specific schedule as we need to maintain flexibility in our construction approach. However, we will ensure that mitigation requirements associated with works on main rivers, as agreed with the Environment Agency, will consider the presence of fish. Required fish mitigation is included within the Outline Landscape and Ecological Management Plan (document reference 7.4). The entry and reception pits and the depth of the trenchless crossings at river locations will be kept sufficiently away as to not ecologically impact the river.				
9-2.1660	Concern about impact of offshore energy transmission cables on marine habitats / species (if the Project were to change)	Offshore energy transmission cables are not currently proposed as part of this Project. If any design changes were made to this Project, they would need to be reviewed and be determined through the appropriate consenting mechanism. There are established processes to ensure the public and stakeholders are informed, and any potential environmental impacts are assessed.			X	
9-2.1661	Concern about impact of the Project on non-statutory Local Wildlife Sites (LoWS) in Essex	Non-statutory designated sites are addressed in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 6.16: Designated Sites (document reference 6.8.A16) of the Environmental Statement (ES). Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England (NE) and the Local Planning Authority (LPA) as relevant.			X	
9-2.1662	Request for more detail from National Grid regarding how impacts will be mitigated through design and	A range of protected species and habitat surveys have been undertaken and the results are outlined in Chapter			X	

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	during the construction and operational phases, as well as information about potential limitations the scheme might place on habitat restoration and management activities in the vicinity of the overhead lines and pylons. With this, request for evidence that the mitigation hierarchy has been followed and measures to avoid ecological impacts on the following have been considered: - Impacts of undergrounding cables where route passes through Dedham Vale AONB - Significant habitat loss, including the removal of a considerable number of trees, at Springfield Farm, north of Black Brook in Section C - Habitat losses impacting a number of non-statutory Local Wildlife Sites (LoWS) in Essex, including areas of ancient woodland - Impacts on hazel dormice, bats and birds	8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England (NE) and the Local Planning Authority (LPA) as relevant. The Biodiversity Net Gain (BNG) Report (document reference 7.1) – including the consideration of wider environmental benefits commits National Grid to delivering 10% BNG and specific locally designated site, habitat and protected species mitigation is detailed within the Outline Landscape and Ecological Management Plan (OLEMP) (document reference 7.4)				
9-2.1663	Request that National Grid submit detailed proposals within the Environmental Statement (ES) for monitoring hazel dormice to ensure that the Project delivers a proven positive outcome for hazel dormice and contributes to wider data resources and the research needed to aid the recovery of the species	National Grid notes the respondent's feedback. The 2023-2024 dormouse survey results are outlined in Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). A draft dormouse licence has been prepared and agreed in principle with Natural England. Any required dormouse monitoring requirements will be undertaken, as agreed with Natural England, are detailed within the draft licence documentation.			X	
9-2.1664	Suggest that the asset-based tree valuation system, CAVAT (Capital Asset Value for Amenity Trees), for	Detailed arboricultural surveys have been undertaken across the whole route and the results have been used		X		

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	the UK should be utilised by National Grid to understand the impact of individual tree loss in monetary terms and required compensation measures, including the below: - The use of i-Tree to calculate the replacement value of each tree and the benefits it provides in terms of carbon sequestration, carbon storage, air pollution removal and rainwater retention The value of the "ecosystem services" provided for urban trees; or, - The use of i-Tree Eco suite of tools to ensure that compensation measures are also met for any replacement planting for the loss of ecosystem services	to inform design, details of which are presented in Environmental Statement (ES) Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). A pre-commencement arboricultural survey will also be undertaken post consent prior to works starting and the results will be used to inform detailed design. Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) sets out the ancient woodland and veteran tree surveys undertaken on the Project, the impacts and proposed mitigation measures. Detailed woodland UKHAB surveys and National Vegetation Classification (NVC) woodland surveys have also been undertaken to determine the presence of ancient woodland, above and beyond that identified through the desk study. Results of these surveys are presented within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically the habitat and NVC reports at Appendix 8.1: Habitat Report (document reference 8.8.A1) and Appendix 8.2: National Vegetation Classification Report (document reference 6.8.A2) of the Environmental Statement (ES). A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity during construction and operation. The LVIA is presented in				

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		Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The assessment takes into consideration the temporary and permanent effects of vegetation loss as a result of the Project. The type and current condition of woodland/scrub habitats have been included as part of the baseline Biodiversity Net Gain (BNG) Report (document reference 7.1) and would be mitigated/compensated for based on the requirement defined within the BNG metric. National Grid is committed to adhering to the habitat trading rules within the mitigation approach. National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The Project will prioritise the replanting for individual trees within the Order Limits, offsite provision may however be required. Details of the onsite tree planting will be provided in accordance with the final LEMP or the Reinstatement Planting Plan secured in the draft DCO (document reference 3.1). The comments are noted regarding Capital Asset Value for Amenity Trees (CAVAT) and iTree, National Grid are not undertaking these assessments.				
9-2.1665	Request that National Grid provide their analysis and interpretation of the results of wintering and passage bird surveys (as presented in Appendix 8.5), and that emphasis is put on mitigation where surveys indicate potential conflicts (e.g. as whilst the collation of data on recorded impacts can help to develop	Impacts to over wintering and passage birds have been considered throughout the routeing of the Project and a range of wintering bird surveys have been conducted. The results of the passage and over wintering bird surveys are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 8.8:			X	

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	understanding, there is currently no statistical model available which would provide a robust assessment of potential mortality. Collisions are usually site-, season- and species-specific, and a generic collision risk model is unlikely to accurately predict levels of mortality). In cases where impacts are likely to be severe, and mitigation may not reduce this sufficiently, suggest that bespoke collision risk models should be used if they are based on the best available information from the site and on the attributes and status of the species of concern	Wintering Bird Report (document reference 6.8.A8) of the Environmental Statement (ES). The report outlines target and secondary bird species based on conservation status and flight behaviour (concentrating on those susceptible to collision), identifying where such species have been identified at collision height through survey results. Appropriate mitigation (such as bird deflectors) will be implemented where collision risk impacts are identified as agreed with Natural England (NE) and the Local Planning Authority (LPA) as relevant.				
9-2.1666	Suggest that any habitat creation or restoration included as part of the Project should maximise its contribution towards the restoration of ecological connectivity and delivery of the emerging Nature Recovery Network	National Grid notes the respondent's feedback. The Biodiversity Net Gain (BNG) Report (document reference 7.1) including the consideration of wider environmental benefits and associated Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes measures, within the Environmental Areas, for habitat management and maintenance where new habitats have been created or enhanced for BNG.			X	
9-2.1667	Suggest that mitigation for the Project should include river restoration or enhancements to reprofile/naturalise riverbanks, improve fish passage for migratory species such as European eel and brown trout, and contribute to natural flood risk management through creation of new wetland areas	National Grid notes the respondent's feedback. The Biodiversity Net Gain (BNG) Report (document reference 7.1) includes the consideration of wider environmental benefits and associated Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes River Condition Assessments and includes measures, for riparian habitat			X	

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		management and maintenance where habitats would be enhanced for BNG.				
9-2.1668	Suggest that offsetting should be delivered throughout Norfolk, Suffolk, and Essex as part of the Project (in addition to net gain)	National Grid notes the respondent's feedback. Biodiversity is not physically bound by Local Planning Authority boundaries and therefore a holistic approach is proposed for any off-site BNG, with the aim to deliver a biodiversity legacy ideally in each of the three counties crossed by the Project (Norfolk, Suffolk and Essex). Any off-site Biodiversity Net Gain (BNG) units that are required will be targeted at key off-site locations based on National Grid's site selection criteria, which includes the requirement for provision of additional environmental and societal benefits alongside the necessary biodiversity units. This will also include preference given to local sites, but will take into consideration other factors. Full details on the off-site requirement is detailed within the Biodiversity Net Gain report (document reference 7.1).			X	
9-2.1669	Suggest that there should be no works authorised to any tree subject to a tree preservation order as part of the Project, unless demonstrated to be unavoidable, in which case it should be agreed with the relevant local planning authority (LPA) on a case-to-case basis so that appropriate compensation can be agreed and secured	Environmental Statement (ES) Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6) references Tree Preservation Orders (TPOs). Local planning authorities have been consulted on the Project and able to review against their TPOs.		X		

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9-2.1670	Concern that the ecological section of the Preliminary Environmental Information Report (PEIR) has predominantly been informed by the results of desk top studies and aerial Phase 1 habitat surveys and, as such, the surveys of protected species and species of principal importance are incomplete. With this, suggest that surveys should be completed for land within the entirety of the red line (Draft Order Limits for the Project) and appropriate buffer prior to the start of the detailed design (e.g. in addition to the pre-construction surveys proposed as part of the Construction Environment Management Plan (CEMP), to ensure that up to date information is available at the commencement of construction)	A range of protected species and ecological surveys have now been undertaken across the Order Limits and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement.		X		
9-2.1671	Suggest that slow worms and common frogs should be included within the list of Species of Principal Importance in the Preliminary Environmental Information Report (PEIR) Table 8.1, and their presence should be assumed where suitable habitat is present	A range of protected species including reptile surveys have been undertaken and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). Specific mitigation has been included for all reptiles including slow worm within the Outline Landscape and Ecological Management Plans (LEMP) (document reference 7.4) relevant for all areas of suitable habitat. Common frogs are not Species of Principal Importance under S41 of the Natural Environment and Rural Communities Act 2006 and are therefore not referred to as such or included within ES.		X		

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9-2.1672	Suggest that the draft Outline Code of Construction Practice should include a sensitive lighting to ensure that ecological receptors are protected at night as well as during the day, and suggest that the lighting strategy should comply with the Institution of Lighting Professionals (ILP) and Bat Conservation Trust (BCT)'s Guidance Note 8 Bats and Artificial Lighting	The requirement for ecologically sensitive lighting measures, including for bats, has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). This will include compliance with the Institution of Lighting Professionals and Bat Conservation Trust 's Guidance Note 8 Bats and Artificial Lighting. Detailed lighting strategies for compounds/Cable Sealing End (CSE) compounds/substations will be produced where necessary post consent as part of the Final LEMP.		X		
9-2.1673	Suggest that the Ecological Clerk of Works for the Project should be accredited by the Chartered Institute of Ecology and Environmental Management (CIEEM)	Details on the implementation of the site checks and monitoring and suitable responsible personnel has been presented within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). This includes reference to a suitably qualified ECoW.		X		
9-2.1674	Suggest that a non-native species protocol and biosecurity protocol (complaint with BS42020:2013) should be included within the Code of Construction Practice	Non-native invasive species information and relevant protocol in line with BS42020:2013 have been incorporated into the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).		X		
9-2.1675	Suggest that the final check for nesting birds should be no more than 24 hrs in advance of works (rather than 48 hrs), and that Construction Exclusion Zones (CEZs) for nesting birds should be detailed in the Construction Environmental Management Plan (CEMP). With this, the Environmental Statement (ES) for the Project should be informed be recent British Trust for Ornithology (BTO) guidance on the	A detailed assessment on breeding birds is included within Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.7:Bird Breeding Report (document reference 6.8.A7) of the Environmental Statement (ES). Details on nesting bird protocols are included within Section 6 of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).		X		

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	bird nesting period (e.g. as harm can still occur to young birds who have left the nest but are still dependant on its parents)	This includes reference to the Ecological Clerks of Works (ECoW) undertaking nesting bird checks no more than 24-48 hours before vegetation removal is undertaken in line with British Trust for Ornithology (BTO) guidance and should an active nest be found, for the ECoW to determine a suitable exclusion buffer based on the location, species and stage of nest.				
9-2.1676	Concern that National Grid has not considered the Habitat protection programme (e.g. as launched by National Grid in the US to monitor and protect local habitats)	The Project is compliant with all relevant National Grid internal policy requirements, including the delivery of 10 % Biodiversity Net Gain.			X	
9-2.1677	Suggest that a countersigned Impact Assessment and Conservation Payment Certificate (IACPC) should be provided for the Project	A countersigned Impact Assessment and Conservation Payment Certificate for the Great Crested Newt District Level Licence would be provided once finalised with Natural England based on final designs.		X		
9-2.1678	In relation to Tables 8.5 and 8.6 in the Preliminary Environmental Information Report (PEIR), suggest that an impact of the Project can be ruled out for Burgate Wood Site of Special Scientific Interest (SSSI), Combs Wood SSSI, Elmsett Park Wood SSSI and Bullock Wood SSSI	National Grid notes the respondent's feedback. Updated information on Sites of Special Scientific Interest (SSSI's) and potential impacts are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES). While these four SSSI are identified as being located within our Study Area, no impact pathways have been identified.	X			
9-2.1679	Suggest that for each protected species likely to be affected by the Project, National Grid obtain additional pre-licensing species advice from Natural England prior to the application submission to further reduce uncertainty and risk of delay at the formal	National Grid is consulting with Natural England on the protected species mitigation approaches and is reviewing draft licence applications with the intention of obtaining letters of no impediment for bats, badger, water vole, dormouse and otter. The protected species	X			

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	application stage. Natural England will review draft protected species licence applications and, if satisfactory, provide Letters of No Impediment (LoNI) ideally with the Development Consent Order (DCO) application to ensure the Examining Authority (ExA) has the required certainty	licenses required are listed within the Other Consents and Licences document (document reference 5.5).				
9-2.1680	Suggest that construction of the Project should be outside of bird nesting season	While every effort will be made to remove vegetation outside of the bird nesting season, given the large scale nature of the project this may not always be possible. Appropriate nesting bird mitigation measures, including pre-commencement nesting bird checks, have therefore been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).			X	
9-2.1681	Suggest full Tree Survey, Arboriculture Impact Assessment (AIA) and Arboriculture Method Statement where trees are directly impacted by either trenching, tower positions, or infrastructure / Suggest a clear Tree Protection Plan (TPP) for the entire order limits / Criticism that it is impossible to understand the level of removal and quality of landscape features proposed to be removed, which has a knock on effect for assessment of harm in landscape and ecological terms.	Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document reference 6.13.A6) identifies all trees which have the potential to be affected by the Project, assesses the preliminary impact of the Project on those trees, and recommends protection measures as are necessary to ensure the health of retained trees. An Arboricultural survey has been completed, details of which are presented in Appendix 13.6: Arboricultural Impact Assessment (AIA) of the ES (document reference 6.13.A6). An Arboricultural Method Statement detailing tree protection will be developed during detailed design.			X	

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		The information from the Arboricultural survey has been used to inform the effects identified in the landscape assessment presented in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). Information presented in the AIA has been used to identify likely disturbance, alterations or losses to vegetation identified within landscape character areas and taken into consideration when assessing the level of effect on landscape character. The AIA data has also been used to inform the ecological survey scope and impact assessment detailed within Chapter 8: Ecology and Biodiversity (document reference 6.8), the associated Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the (ES) and details in the Outline Landscape and Ecological Management Plan (document reference 7.4).				
9-2.1682	The Applicant should also consider Section 2.5 of NPS-5, which sets out the following: "When planning and evaluating the proposed development's contribution to environmental and biodiversity net gain, it will be important – for both the applicant and the Secretary of State – to supplement the generic guidance set out in EN-1 (Section 4.5) with recognition that the linear nature of electricity networks infrastructure can allow for excellent opportunities to: i. reconnect important habitats via green corridors, biodiversity stepping zones, and reestablishment of appropriate hedgerows; and/or ii. connect people to the	National Grid notes the respondent's feedback. The Project has sought to achieve a minimum of at least 10% Biodiversity Net Gain with wider environmental and societal benefits. The Project would deliver an overall net improvement in environmental value (including biodiversity) in the area through a combination of on-site and off-site mitigation. This is reported in the Biodiversity Net Gain Report (document reference 7.1) submitted as part of the Development Consent Order (DCO) application. With regard to footpath and cycleway improvements, the Project itself would not permanently impact/change		X		

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	environment, for instance via footpaths and cycleways constructed in tandem with environmental enhancements."	existing highway infrastructure or Public Rights of Way (PRoW) and that temporary PRoW diversions and haul roads are currently assumed to be removed following construction.				
9-2.1683	In relation the PEIR Vol 1 Main Text, April 2024 ('Wintering birds'), suggest that species recorded should be listed in their international context (e.g. northern lapwing (IUCN NT), Eurasian curlew (IUCN NT), curlew sandpiper (IUCN NT))	Common UK references have been used within Chapter 8: Ecology and Biodiversity (document reference) and its associated Appendices A1 – A16 (document reference 6.8.A1 - 6.8.A16) of the Environmental Statement (ES).			X	
9-2.1684	Dedham Vale National Landscapes (formally known as AONB) and Local Wildlife Sites. There are still concerns regarding the impact to Dedham Vale National Landscapes from the potential scale of vegetation needs to be removed and the limitations to its replacement to not affect the buried cables. It is noted that a trenchless approach will be taken to minimise the impact, but there is no detail on how this will be delivered. Other than the approach of the removal of from 40m (overhead line) up to 120m wide swathes of vegetation (underground) will have significant impact on other designated sites and Local Wildlife Sites.	The landscape impact on Dedham Vale is considered in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), and Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5). The assessment concludes that there would be significant effects on the special qualities of the National Landscape during construction, as a result of the proposed underground cable. Once the Project is operational and the land has been restored, effects on the special qualities of the National Landscape would not be significant. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, which includes proposals for trenchless crossings which will minimise the requirement for vegetation removal. The installation of underground cabling would broadly adopt the following process. Initially, the removal and storage of topsoil of a width sufficient to allow for		X		

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		construction machinery and the digging of the trenching required for underground cabling. Ducting is then installed and trenches backfilled. The underground cables would then be pulled through the ducts. Hedgerows and shrubs would be reinstated where practicable. At this point, an appropriate grass seed mixture would be sown to encourage regrowth. It is anticipated that after a period of time following completion of the construction of the underground cabling, and replanting of hedgerows and vegetation there would be minimal visibility of the works at ground level.				
9-2.1685	Essex Green Infrastructure Strategy (2020) and Essex Green Infrastructure Standards (2022). It is noted that the PEIR Volume 1 (page 165, 174 of 593 para 8.2.30) makes reference to both the Essex GI Strategy and Essex GI Standards to inform the Ecology and Biodiversity section is welcomed. The standards can be applied to inform the GI/ Landscape Strategy and landscape design. The delivery of multifunctional GI is recommended. Through the right design, right GI, and right location of GI it can deliver more than one function and contribute to more than one priority, providing cost efficiency in the long term to deliver better outcomes.	National Grid notes the respondent's feedback. The Essex Green Infrastructure Strategy (2020) has informed the development of landscape proposals around the East Anglia Connection Node (EACN) substation and Cable Sealing End (CSE) compounds in Essex. Indicative landscape proposals for substations and CSE compounds are provided in Appendix D to the Outline Landscape and Ecological Mitigation Plan (LEMP) (document reference 7.4).		X		
9-2.1686	ECC is the 'Responsible Authority' for delivering the GELNRS working closely with the Essex Local Nature Partnership (LNP) to provide direction and	National Grid notes the respondent's feedback.		X		

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	ensure key stakeholders are engaged. The GELNRS is being prepared for completion by Mid2024. The GELNRS will form the baseline for habitat information, which in turn will generate action to promote biodiversity management and improvement (including identifying strategic opportunity areas) and will provide further useful information.					
9-2.1687	We would recommend the following conditions: Condition 1 – Biodiversity Net Gain Site Wide Strategy and Zone Wide Biodiversity Gain Plan To produce a Biodiversity Net Gain Site Wide Strategy that sets a framework and principles for the whole of the N2T project for the delivery and enhancement of Biodiversity Net Gain. Before or concurrently with the first application for the approval of reserved matters for each stage of the N2T delivery, a Zone Wide Biodiversity Gain Plan (ZWBGP) that accords with the principles set out in the Biodiversity Net Gain Site Wide Strategy (SWS) shall be submitted to and approved in writing by the Local Planning Authorities. The ZWBGP shall include the following: i.Strategic aims and objectives of management, including securing biodiversity net gain using the most up to date DEFRA metric as at the date of the planning application submission. ii.Description and evaluation of the features to be managed. iii.Framework of management options to achieve aims and objectives as set out in the SWS. iv.Detail of the roles and responsibilities of personnel	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity net gain (BNG) for development (subject to certain exemptions), however this requirement is not yet in force for development consented pursuant to a Development Consent Order. Current indications are that it will apply to DCO applications submitted from May 2026 however this is yet to be confirmed. National Grid has committed to deliver Net Gain of at least 10% for BNG on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. The Biodiversity Net Gain (BNG) report (document reference 7.1) sets of the principles of BNG project wide and provides habitat baseline, likely impacts and anticipated onsite mitigation and the required number of offsite biodiversity units. Following consent of the project detail design will be undertaken and the BNG metric will be re-run. The commitment to 10% BNG will be secured through a Unilateral Undertaking (UU) given under S.106 of the Town and Country Planning Act 1990.		X		

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	involved in delivery of the ZWBGP. v.Framework for the monitoring of ecological features, target condition and remedial measures. vi.Framework for long term monitoring and management including funding. The approved ZWBGP shall be implemented in accordance with the details approved in writing by the local planning authority. Reason: In order to demonstrate measurable biodiversity net gains and allow the local planning authorities to discharge its duties under the NPPF (2023) and in the interest of wildlife habitat protection and achieving enhanced biodiversity through a range of measures in accordance with Local Plan policies Plan.					
9-2.1688	Condition 2 - Zone wide Habitat Management and Monitoring Plans Planning applications subject to mandatory BNG shall require a Habitat Management and Monitoring Plan to be submitted to and approved in writing by the local planning authority. To ensure that the net gain in biodiversity agreed upon in the Biodiversity Gain Plan/ Assessment shall be implemented in full within a 30-year period. The Habitat Management and Maintenance Plan shall include 30-year objectives, management responsibilities, maintenance schedules and a methodology to ensure the submission of monitoring reports. Each Habitat Management and Maintenance Plan shall demonstrate how it accords with the principles in the	Following detailed design post-Development Consent Order (DCO) consent, final versions of the landscape design plans will be produced for each Environmental Area. Details of the management and monitoring of the habitats within these Environmental Areas will be incorporated in the final version of the relevant LEMP. A biodiversity plan is a requirement of a Town and Country Planning Act (TCPA) application and will not be delivered for this Project prior to commencement with Biodiversity Net Gain (BNG) not mandatory for Nationally Significant Infrastructure Projects (NSIP). Instead, a final BNG strategy will be provided to the Local Planning Authorities (LPA's) for information prior		X		

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	Zone Wide Biodiversity Gain Plans approved and should cover: • Details of the management and maintenance operations, actions and work schedule for years 1 – 5 and with broader management aims for the lifetime of the BNG commitment of 30 years. • Proposals for monitoring needed to measure the effectiveness of management, including methods, frequency and timing. • Details of the roles and responsibilities for implementation and monitoring, as well as the legal, financial, and other resource requirements for BNG delivery, are secured. • Including setting out the reporting procedures and options for remedial works and adaptive management to account for necessary changes in work schedule to achieve the required targets if needed. Reason: In order to ensure measurable net gains are being delivered and effectively maintained and in accordance with LPA's BNG Policy, allowing the LPA to discharge its duties under the NPPF (2023).	to the electrification of the Project, in line with details outlined in the Unilateral Undertaking (UU).				
9-2.1689	Condition 3 - Reinstatement and Decommissioning plan A site wide reinstatement and decommissioning plan should be submitted to demonstrate how the working areas will be restored to a natural habitat once the project has been constructed and commissioned. The reinstatement and decommissioning plan should include details of the removal of all equipment, facilities and structures including any subsurface cabling and footings. Any	Details regarding reinstatement following construction and commissioning are provided in Environmental Statement (ES) Chapter 4: Project Description (document number 6.4). Once the Project has been constructed and commissioned, the temporary construction working areas would be removed, and the site reinstated. Haul roads (including temporary bridges and culverts) are likely to be removed unless identified as offering a long-term improvement to the environment		X		

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	access roads created for or maintaining the system shall also be removed and re-planted with an appropriate landscape scheme. Reason: To ensure that the site and its established GI is protected and restored in an appropriate manner consistent with the aims and aspirations of the Landscape and Ecology Management Plan, BNG Plan and GI strategic outcomes.	and land usage during the detailed design (and agreed with the landowner, Lead Local Flood Authority and / or the Environment Agency (where required)). Temporary features such as site welfare, working areas, fencing and scaffolding would be removed. Any stripped topsoil would be reinstated, and the site would be returned to its former use, subject to any planting restrictions or agreements with landowners. Reinstatement would also include landscaping. This is likely to include reseeding grassland areas, replanting hedgerows, and trees. It would also include additional landscape planting in some areas to help screen the new infrastructure from sensitive receptors. Proposed planting is detailed within the Outline Landscape and Environmental Management Plan (LEMP) (document reference 7.4), which outlines proposed locations and specifications of planting, along with required maintenance schedules to ensure the success of the landscaping scheme. Preparation of a Reinstatement Planting Plan is a Requirement of the draft Development Consent Order (DCO). There are currently no specific plans to decommission the Project. It is expected that the transmission of electricity would continue for as long as there is a business case for doing so and that any decommissioning activity would occur decades into the future. To date, relatively few transmission projects have been decommissioned since the main expansion of such infrastructure in the 1950s and 1960s. The cables and				

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		pylons for overhead transmission lines are replaced periodically, ordinarily under National Grid's permitted development rights. The pylons comprise open, lattice structures which can be easily dismantled. It is expected that proposals for decommissioning would be subject to separate consenting procedures, including environmental assessment of the proposed activities, and taking account of the baseline as it exists at the time of decommissioning. Environmental Statement Chapter 4: Project Description (document reference 6.4) outlines the works likely required to decommission the permanent features of the Project.				
9-2.1690	In relation to Chapter 4 for the Preliminary Environmental Information Report (PEIR), paragraph 4.8.18, National Grid state for the vegetation clearance of the proposed 400kV overhead line, a 40 m wide swathe will be removed to facilitate construction activities. The respondent notes it is unclear if sections would be felled to ground level with no removal of roots. Additionally, up to 8m of vegetation on either side of the 40m will be managed during construction, operation, and maintenance, potentially affecting an additional 22 m of vegetation on either side. This results in a potential impact corridor of 100 m width, which should be minimised wherever possible. Request the mitigation hierarchy be rigorously	The Environmental Statement (ES) Chapter 4: Project Description (document reference 6.4) provides a description of the Project, including vegetation removal requirements. Further details on vegetation removal and reinstatement are provided in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). Vegetation has been avoided where possible and will be retained as far as is practicable. Ecological, landscape and visual impacts and mitigation are reported in ES Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 13: Landscape and Visual (document reference 6.13). An Arboricultural Impact Assessment (AIA) is provided in		X		

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	applied to avoid impacts before needing to consider mitigation and compensation.	ES Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6). The Trees and Hedgerows to be Removed and or Managed Plans (document reference 2.16) show details on impacts to trees and hedgerows. Where trees are removed for the purposes of excavation works, there is an understanding that excavation works will include for the removal of the tree stem/root plate. National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The Project will prioritise the replanting for individual trees within the Order Limits, offsite provision may however be required. Details of the onsite tree planting will be provided in accordance with the final LEMP or the Reinstatement Planting Plan secured in the draft DCO (document reference 3.1).				
9-2.1691	Criticism in relation to Chapter 8 of the Preliminary Environmental Information Report (PEIR) Paragraph 5.4.53 of National Policy Statement (NPS) EN-1, that the project could provide 'wholly exceptional reasons' to justify the loss of ancient and veteran trees. Ancient and veteran trees are valuable, and without first mitigating the effects of the project on them, the project should not have complete freedom or authority to act on these trees. Criticism of the incomplete information on arboriculture (including ancient and veteran trees), biodiversity and protected species and habitats	Survey work has been undertaken across the Project and has included detailed woodland UKHAB surveys and National Vegetation Classification (NVC) woodland surveys to determine the presence of ancient woodland, above and beyond that identified through the desk study. Results of these surveys are presented within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically the habitat and NVC reports at Appendix 8.1: Habitat Report (document reference 6.8.A1) and Appendix 8.2:National Vegetation Classification Report (document reference 6.8.A2) of the ES.		X		

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	(including woodland, trees and hedgerows) resulting in uncertainty that design changes mitigate risks to ancient trees. Criticism of the conflicting information provided in the Environmental Statement (ES). Criticism of the understanding of the impacts of vegetation clearance. The ES states that habitats including hedgerows would be reinstated, yet section 4.8.18 suggests large swathes may need to be kept clear or have restricted vegetation. The extent of the impact from vegetation clearance is unclear, making it difficult to compare existing and proposed conditions as well as assess if appropriate measures have been taken to mitigate or justify loss of vegetation. Criticism of the lack of agreement of methodologies and baseline information set out in the PEIR, which has delayed the process of mitigating environmental risks. Criticism that the PEIR is ineffective at providing information needed to understand the nature of significant impacts or evaluate the wider planning balance, including policy compliance.	All direct impacts on ancient woodland have been avoided with the exception of those pockets where existing third party infrastructure is also present. Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) sets out the ancient woodland and veteran tree surveys undertaken and all direct or indirect impacts to ancient woodland and sets out proposed mitigation measures. Detailed arboricultural surveys have been undertaken across the whole route and the results have been used to inform design, details of which are presented in Environmental Statement (ES) Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). A pre-commencement arboricultural survey will also be undertaken post consent prior to works starting and the results will be used to inform detailed design. A range of protected species and other ecological surveys have been undertaken across the Order Limits and the results are outlined in Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the ES. The Project Description is detailed within ES Chapter 4 (document reference 6.4) which sets out the construction elements and the associated vegetation impact. Detailed habitat impact calculations have also been provided within ES Chapter 8: Ecology and Biodiversity (document reference 6.8).				

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		The scope of the Environmental Impact Assessment (EIA) is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. The full ES can be found in Volume 6 of the Development Consent Order application.				
9-2.1692	Criticism that whilst the respondent is supportive of the methodology for Hazel Dormouse set out Appendix 8.8 of the Preliminary Environmental Information Report (PEIR) technical appendices, and is current best practice, the methodology is relatively out of date based on current understandings of dormouse conservation and ecology. Suggestion to consider research undertaken by Bullion et al. 2021 and to consult with Essex and Suffolk Dormouse Group as well as identifying key habitat corridors in the case of hedgerow removal. Criticism that no dormouse surveys have been proposed within Section E and concerns that Dormouse considerations have not been considered	Dormouse surveys have been undertaken at 26 locations across the Project (including three within Section E), during the appropriate seasonal windows within 2023 and 2024. Dormouse surveys were undertaken at Goodmans Farm, Little Leighs, but were scoped out at Rivenhall Thicks as the woodland is avoided by the Project. The scope of surveys was agreed in advance with Natural England. Dormouse surveys were undertaken in line with the most up to date dormouse survey guidelines at the time of survey. A precautionary approach to vegetation removal, in line with dormouse mitigation guidance, has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) to		X		

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	at Goodmans Farm, Little Leighs and Rivenhall Thicks. The habitat is likely suitable and Hazel Dormouse records have been recorded around the Little Leighs area from non-published sources.	mitigate for the low risk of dormouse in other areas. Full dormouse survey results are presented within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 8.12: Hazel Dormouse Report (document reference 6.8.A12) of the ES.				
9-2.1693	Criticism that potential impacts on Riverhall Thicks Ancient Woodland have been missed in the Preliminary Environmental Information Report (PEIR). Suggests that further ecological buffers will be required for Rivenhall Thicks, Parson's and Queen's Wood and Halhook Row Ancient Woodlands located on the draft Order Limits.	Rivenhall Thicks, Hallhook Row and Parson's & Queen's Wood are all identified as ancient woodland and included within Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).		X		
9-2.1694	Suggests that tree retentions should be prioritised wherever practicable to follow the National Planning Policy Framework (NPPF) which identifies that all trees, no matter their category, contribute to the mitigation and adaption of climate change. Concern that canopies of existing trees will not be matched for many years and could lead to decline in the ecosystem if they are removed.	The overarching aim is to retain vegetation wherever practicable in accordance with good practice measures, as outlined within the Outline Code of Construction Practice (document reference 7.2). Where reasonably practicable, construction elements (such as working swathes, accesses, laydown and temporary construction compounds) will be kept to the strict minimum required and micro-sited to avoid impacts on ecologically important features. The Project Arboricultural Clerk of Works will demarcate sensitive habitats to ensure contractors protect as much vegetation as possible. All construction elements likely to impact on retained trees will be addressed within an Arboricultural Method Statement (AMS) to be produced following detailed		X		

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		design. The AMS will include protection measures including tree protection fencing. All trees (which may include individual trees or collectively as groups, tree belts and woodlands) within the Order Limits and immediate surrounds have been surveyed and categorised in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations, where land access was granted. The results of the survey can be found in Appendix 13.6:Arboricultural Impact Assessment (document reference 6.13.A6) of the Environmental Statement (ES). National Grid has committed to delivering at least 10 % Biodiversity Net Gain (BNG) with wider environmental and societal benefits despite it not yet being mandatory for Nationally Significant Infrastructure Project applications. National Grid has also committed to a 3:1 replanting ratio for individual trees and individual trees in small groups. Any loss of woodland/scrub habitat is included within the BNG assessment and the required mitigation/enhancement has been included based on the standard multipliers within the statutory BNG metric (as agreed with Natural England). Any habitats included within the BNG onsite mitigation will be monitored and managed by National Grid for 30 years in line with commitments made within the Biodiversity Net Gain Report (document reference 7.1). Regular site visits will be undertaken by experienced ecologists, to ensure the habitat type and condition meet				

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		that prescribed within the Biodiversity Net Gain Report (document reference 7.1). Beyond the 30-year period it is expected that ongoing management will be undertaken by National Grid in line with standard practices around permanent assets.				
9-2.1695	Suggests Volume 3, Technical Appendices - Part 1 of 4; Appendix 8.4 of the Preliminary Environmental Information Report (PEIR), includes information to justify why none of the seven locations for potential breeding bird surveys are located within Section E/the Braintree District.	A pragmatic approach to determining bird survey locations was decided through desk study work and consultation with stakeholders (including Natural England). Breeding bird surveys focused on areas of greatest potential impact to breeding birds due to habitat loss or disturbance. These included areas proposed for 400 kV underground cables, CSE compounds or substation works. None of the above fall within Section E. The scope for breeding bird surveys is set out within the Appendix 8.7: Breeding Bird Report of the Environmental Statement (document reference 6.8.A7) which follows the proposed survey approach as set out within the) Scoping Report (document reference 6.19) and agreed within the Scoping Opinion received from the Planning Inspectorate in December 2022 (document reference 6.20).		X		
9-2.1696	Suggests that new landscape proposals for tree planting on development sites should reflect the recommendations set out in BS5837:2012 (as amended) and BS8545:2014 (as superseded) in Braintree Local Planning Policy (LPP) 65 as well as the suggestion to reflect the best practice guidance	An Arboricultural survey has been completed, details of which are presented in Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES). The document references the best practice guidance set out in British Standards Institute, BS 5837: 2012 Trees in relation to design, demolition		X		

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	set out in BS5837:2012 (as amended) which recommends that trees of higher quality are a material consideration in the development process. Additionally, the proposals should be in general conformity to and contribute to the aims of Braintree District's Tree Strategy.	and construction – Recommendations. Surveys have been undertaken across the whole route and the results have been used to inform design. A pre-commencement arboricultural survey will also be undertaken post consent prior to works starting and the results will be used to inform detailed design. Further to this, an Arboricultural Method Statement detailing tree protection will be developed during detailed design. All direct impacts on ancient woodland have been avoided with the exception of those pockets where existing third party infrastructure is also present. An Ancient Woodland and Veteran Tree Strategy has been appended to the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) which sets out the ancient woodland and veteran tree surveys undertaken and all direct or indirect impacts to ancient woodland and sets out proposed mitigation measures. As detailed in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The Project will prioritise the replanting for individual trees within the Order Limits, offsite provision may however be required. Compliance with all relevant British Standard guidance will form an integral part of future works, including BS8545:2014, Trees: From nursery to independence in the landscape, along with cognisance of the				

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		recommendations set out in Braintree District Council's Local Plan (2013-2033) policy information set out in LLP 65: Tree Protection, and BDC/067 Tree Strategy.				
9-2.1697	Suggestion in relation to Appendix 8.7 of the Preliminary Environmental Information Report (PEIR) technical appendices, that whilst the respondent is supportive of the methodology set out for bat activity surveys, the radio tracking surveys are not likely to be relevant for Sections E, due to the lack of statutory designations in Braintree that have bats within the citation. Suggestion that where hedge crossings or removals are necessary, the use of Heras fencing with camouflage netting should be considered if hedgerows are identified to be used by commuting Barbastelle to enable them to continue to use their network of hedgerows.	Bat static surveys have been undertaken across the Project. The results of these surveys have been used to identify key bat commuting and foraging routes that will be temporarily impacted by the Project, as reported in Environmental Statement (ES) Chapter 8 of the Ecology and Biodiversity (document reference 6.8). The installation of artificial bat flyways have been proposed at these key locations during construction, which include four locations within Section E. The details of the bat flyways are included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).		X		
9-2.1698	Request to inform choices on species options for restoration planting schemes as well as securing temporary mitigation measures during construction.	Proposed mitigation measures, including replacement planting and protected species mitigation, have been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). Consultation has been undertaken and three versions of this document have been reviewed by Local Planning Authorities and comments taken onboard.		X		
9-2.1699	Suggest in relation to the arboriculture section of the Preliminary Environmental Information Report (PEIR), that surveys and impact assessments (in accordance with British Standard (BS) 5837:2012)	National Grid notes this comment. An Arboricultural survey has been completed, details of which are presented in Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental		X		

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	should be submitted to assess the quality of the existing trees and identify whether or not trees existing trees are in sufficient condition to pose a constraint on development and will outline the required protection for retained trees. Suggests that surveys should be done in advance of a design being fixed to prevent any conflict with high category trees. Once the design is fixed, an arboricultural method statement and resulting tree protection plan will be required. There may be opportunities to replace trees that do pose a constraint or cannot be retained throughout the construction process with species that will bring more ecosystem benefits to the area long term.	Statement (document reference 6.13.6A). The surveying methodology was defined at the Scoping stage and referred to BS5837:2012. Further to this, an Arboricultural Method Statement detailing tree protection will be developed during detailed design. As detailed in the Outline Landscape and Ecological Management Plan (LEMP), National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The Project will prioritise the replanting for individual trees within the Order Limits, offsite provision may however be required.				
9-2.1700	Suggests that methods to reduce impacts to retained trees, Veteran trees and Ancient Woodland are outlined in the Preliminary Environmental Information Report (PEIR) to demonstrate that there will be no adverse impacts before designs are finalised. Suggest that if any cabling is to go underneath woodlands or plantations, impact moling methodology as outlined within BS5837:2012 should be adopted.	The Preliminary Environmental Information Report (PEIR) was prepared in accordance with the Nationally Significant Infrastructure Projects: Advice Note Seven (June 2020) and was a preliminary document that reflected the Project's proposals at the time of statutory consultation. A complete Environmental Impact Assessment (EIA) has now been carried out and the results are presented in the Environmental Statement (ES) (document reference Volume 6 Environmental Statement) which accompanies the DCO application. Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological Management Plan (LEMP (document reference 7.4) sets		X		

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		out the ancient woodland and veteran tree surveys undertaken on the Project, the impacts and proposed mitigation measures which includes the adoption of sensitive construction practices within 15 m of a woodland buffer.				
9-2.1701	Suggests where existing trees pose a constraint or their removal is needed, replacement planting opportunities should be incorporated into the design through methods such as native hedgerows and presented with the submissions of a Soft Landscaping Plan within the arboriculture section of the Preliminary Environmental Information Report (PEIR).	Where there are restrictions to tree planting beneath the overhead line and above the underground cables, alternative low height and shallow rooted scrubby species will be incorporated into the planting design. This commitment is included within the Outline Landscape and Ecological Management Plan (LEMP) (document 7.4) and included within the Biodiversity Net Gain (BNG) report (document reference 7.1). National Grid has committed to a 3:1 replacement for individual trees and individual trees within groups. The tree planting strategy will prioritise replanting within the Order Limits, although offsite provision may be required. Offsite tree planting is considered to be landscape compensation. Further detail is provided in the Outline LEMP (document reference 7.4). Additional planting may be considered within the Order Limits at detailed design stage, in locations such as around Tilbury North Substation and the permanent access roads to the East Anglia Connection Node (EACN) substation. Mitigation around substations, substation extensions and Cable Sealing End (CSE) compounds is detailed in the		X		

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		Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). Where there are restrictions to tree planting beneath the overhead line and above the underground cables, alternative low height and shallow rooted scrubby species will be incorporated into the planting design. This commitment is included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and included within the Biodiversity Net Gain (BNG) report (document reference 7.1).				
9-2.1702	Criticism that the majority of land within the draft Order Limits (DOL) is stated as being arable field, but the project also has the potential to impact areas of Priority habitat	While the majority of the Order Limits is made up of arable land there are areas of other habitats present, which include some priority habitats. On the ground habitat surveys and habitat condition assessments have been undertaken across the Order Limits. The results of these surveys are presented in Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.1: Habitat Report (document reference 6.8.A1) of the Environmental Statement (ES), which discusses the priority habitats in detail.		X		
9-2.1703	Criticism that arable field margins have not been identified as part of the aerial assessment and affected wood pasture and parklands have been recorded within Rivenhall Thicks but are likely fall under 'lowland mixed deciduous woodland' Priority habitat.	Full on the ground habitat surveys have been undertaken across the Project. Rivenhall Thicks has been identified as ancient woodland and has therefore been avoided by the Project. However as Rivenhall Thicks lies adjacent to the Project Order Limits, precautionary mitigation measures have been included within Appendix B: Ancient Woodland and Veteran Tree		X		

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		Strategy of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-2.1704	Concern that the veteran trees between section TB70 and TB75 (denoted by a star symbol) as well as other areas along the route with either trees, Ancient Woodland or semi-natural woodland within 15 m as identified in the Landscape and Visual Assessment (LVIA), are considered irreplaceable habitats and suggests further assessment is required to identify direct and indirect impacts.	Detailed arboricultural surveys have been undertaken across the route and the results have been used to inform the iterative design process, details of which are presented in Environmental Statement (ES) Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6). Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) sets out the ancient woodland and veteran tree surveys undertaken on the Project, the impacts and proposed mitigation measures.		X		

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Wildlife / Ecology Impact						
9-2.1705	Suggestion for an additional Veteran Assessment to take place with any other Arboricultural Surveys to identify any Veteran trees that are within 15 m of the route	The Arboricultural survey included a 30 m study area buffer to capture veteran trees. Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) sets out the ancient woodland and veteran tree surveys undertaken on the Project, the impacts and proposed mitigation measures.		X		
9-2.1706	Criticism that the Preliminary Environmental Information Report (PEIR) does not mention unexploded ordnance (UXO) risk. Suggests clarification of the approach is included in the Environmental Statement (ES)	National Grid submitted a Scoping Report (document reference 6.19) to the Planning Inspectorate on 7 November 2022. The Planning Inspectorate (on behalf of the Secretary of State) formally adopted its Scoping Opinion (document reference 6.20) on 14 December 2022 which has informed the scope of the EIA for the Project. As detailed in Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) of the Environmental Statement (ES), suitable consideration of the ground conditions in the design, based on data from site-specific ground investigation and assessment, and therefore that any risks from ground instability, chemical aggressivity of the ground, UXO/UXB, ground gases and radon reports, will be considered within the engineering design of the new infrastructure in accordance with good practice.		X		
9-2.1707	Criticism that the Preliminary Environmental Information Report (PEIR) recognises four areas of	Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological		X		

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	ancient woodland and smaller blocks of valuable woodland that have been omitted. Suggestion that National Grid contact Suffolk Biodiversity Information Service (SBIS) where mapping of smaller features has been undertaken	Management Plan (LEMP) (document reference 7.4) details all ancient woodland present within and adjacent to the Project Order Limits and any proposed mitigation measures. This includes ancient woodlands identified from the national database, local wildlife site citations and on the ground woodland surveys.				
9-2.1708	Criticism that aftercare has not been dealt with in the Preliminary Environmental Information Report (PEIR) / Suggestion that an outcome-oriented approach of dynamic or adaptive aftercare. This implies planting needs to reach agreed growth and survival rates to move forward into the next year of agreed aftercare. This may result in different durations of aftercare periods for different types of planting or different areas. If reinstatement planting cannot achieve a return to baseline conditions, more biodiversity measures need to be implemented to achieve 10% Biodiversity Net Gain (BNG)	A section on aftercare has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) which includes reference to an adaptive aftercare process. While outline aftercare measures have been included within the Outline LEMP (document reference 7.4), further detail will be provided within the Final LEMP versions, following detailed design. A detailed Biodiversity Net Gain (BNG) Report (document reference 7.1) has also been prepared which includes National Grid's commitment to delivering at least 10% BNG with environmental and societal benefits.		X		
9-2.1709	Suggestion that any tree or shrub that is removed, dies, or becomes seriously damaged or diseased during the aftercare period must be replaced with suitable replacement plants or trees to the specification agreed in writing with the relevant Local Planning Authority (LPA) during the next available planting season. The proposals should allow for the costs of annual post-monitoring inspections and reports to the LPAs for the lifespan of the project or	Information on mitigation planting is provided in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The Project will prioritise the replanting for individual trees and small groups of individual trees within the Order Limits, offsite provision may however be required.		X		

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	at least for the first 15 years, and longer if mitigation goals are not being achieved (dynamic aftercare)	Details of the onsite tree planting will be provided in accordance with the final LEMP or the Reinstatement Planting Plan secured in the draft DCO (document reference 3.1). Future works and management strategies will be in compliance with relevant British Standards and will detail relevant good practice measures relating to the aftercare period, including management of damaged or diseased vegetation that forms part of the works. Management plans will be developed in consultation with the relevant Local Planning Authorities.				
9-2.1710	Regarding the Preliminary Environmental Information Report (PEIR) Table 4.2, request for more information and clarification on how 10% Biodiversity Net Gain (BNG) can be recognized when compensating for vegetation removal for temporary and permanent accesses. Suggestion that the impact on receptors to be included within an Environmental Statement with a separate transport assessment to address network-related matters (e.g.: junction/link capacity, road safety, AIL weight and dimensions, etc), including assessments of highway structure capacity and temporary and permanent access highway improvements	A Biodiversity Net Gain (BNG) Report (document reference 7.1) has been prepared which includes National Grid's commitment to delivering at least 10% BNG with environmental and societal benefits. A Transport Assessment (document reference 7.11) has been prepared as part of the DCO application. The Transport Assessment focuses on construction impacts on the following receptors: Strategic Road Network and Major Road Network, Local Road Network, Bus Network and WCH Network.		X		
9-2.1711	The National Planning Policy Framework (NPPF) 2022 emphasises the importance of refusing development that results in the loss or deterioration	Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological Management Plan (document reference 7.4) details the		X		

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	of irreplaceable habitats, such as ancient woodland and ancient or veteran trees, unless there are exceptional reasons and a suitable compensation strategy exists. The NPPF also stresses that existing trees should be retained wherever possible, as they contribute to the mitigation and adaptation of climate change. Concern as the removal of existing trees will likely lead to a decline in the ecosystem services provided by an area, so retention should be prioritised wherever practicable. In 2023, the arboricultural team provided advice under a non-statutory response on behalf of Braintree District Council (BDC) regarding the anticipated impacts to trees and woodland compartments from the works. Support as since this consultation, it has been acknowledged that the Cable Sealing End (CSE) compounds will be realigned further north and closer together to limit any negative impacts on the boundary trees in this area	environment measures that would be implemented to avoid, minimise, mitigate and compensate the ancient and/or veteran features likely to be impacted by the Project.				
9-2.1712	Within Brentwood, 4.1 Ecology, Table 9: Ecology Comments re: Preliminary Environmental Information Report (PEIR) (Brentwood), Volume 1, Chapter 8 Ecology & Biodiversity; Table 8.4; Figure 8.1, MAGIC Maps - National Grid state designated sites within 30 km of the project were included within the assessment. The nearest Habitats sites to Section G are:	Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.16: Designated Sites (document reference 6.8.A16) of the Environmental Statement (ES) sets out all designated sites within the Study Area, the reason for their designation and their proximity/direction to the Order Limits.		X		

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	Crouch & Roach Estuaries Special Protection Area (SPA): This site is significant for wintering waterbirds, particularly the dark-bellied brent goose (Branta bernicla). The River Crouch occupies a shallow valley between two ridges of London Clay, leaving a relatively narrow strip of tidal mud used by significant numbers of birds. This site is approximately 14.3 km from the project limits. Crouch & Roach Estuaries Ramsar: This site is noted for its extent and diversity of saltmarsh habitat, rare plants and animal species, and internationally and nationally important numbers of numerous species of wintering wildfowl and waders. It is located approximately 14.3 km from the project limits. Essex Estuaries Special Areas of Conservation (SAC): This site is important for coastal habitats and is located approximately 14.3 – 16.7 km from the project limits. Epping Forest SAC: This site possesses a good example of the habitat Atlantic acidophilous beech forests and has a good population of Stag beetle (Lucanus cervus), as well as other important habitat types. It is located approximately 21.3 km from the project limits. Lee Valley SPA: This site supports internationally important numbers of migratory Gadwall and Shoveler, and a nationally important population of					

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	wintering Bittern (Botaurus stellaris). It is located approximately 26.8 km from the project limits. Lee Valley Ramsar: This site supports internationally important numbers of migratory Gadwall (Mareca strepera) and Shoveler (Spatula clypeata), and a nationally important population of wintering Bittern. It is located approximately 26.8 km from the project limits. Foulness Ramsar: This site is part of an open coast estuarine system comprising grazing marsh, saltmarsh, intertidal mudflats, and sandflats, supporting nationally rare and nationally scarce plants, and nationally and internationally important populations of breeding, migratory, and wintering waterfowl. It is located approximately 30.2 km from the project limits. Foulness Ramsar SPA: This site supports internationally important breeding populations of Annex 1 species including Avocet (Recurvirostra avosetta), Sandwich Tern (Sterna sandvicensis), Common Tern (S. hirundo), and Little Tern (S. albifrons), as well as nationally important wintering populations of the Hen Harrier (Circus cyaneus) and nationally important breeding populations of regularly occurring migratory species including the Ringed Plover (Charadrius hiaticula). It is located approximately 30.2 km from the project limits.					

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	Benfleet & Southend Marshes Ramsar: This site comprises an extensive series of saltmarshes, mudflats, and grassland, supporting a diverse flora and fauna, including internationally important numbers of wintering waterfowl. It is located approximately 12.8 km from the project limits. Benfleet & Southend Marshes SPA: This site supports internationally or nationally important wintering populations of migratory waterfowl including Dark-Bellied Brent Geese, Grey Plover (Pluvialis squatarola), Knot (Calidris canutus), Ringed Plover, and Dunlin (Calidris alpina). It is located approximately 12.8 km from the project limits					
9-2.1713	In Volume 1, Chapter 8, Table 8.7 and Figure 8.1 discuss the potential indirect impacts of construction pollution (such as air quality, noise, and dust) on Local Nature Reserves (LNRs). Specifically, Hutton Country Park, located 457 m from the draft Order Limits (DOL), and Mill Meadow, located 1.9 km from the draft Order Limits (DOL), could be affected	With regards to construction noise, the study area is 300 m from the Order Limits, with significant adverse effects only expected at much shorter distances. As such, Hutton Country Park and Mill Meadow are not considered in the construction noise assessment. Notwithstanding the distance to these receptors, the Main Works Contractor(s) will be required to employ best practicable means (BPM) to reduce the effects of construction noise. With regards to construction air quality dust assessment, the study area is 50 m from the order limits for the ecological receptors. As a result Hutton Country Park and Mill Meadow are not considered in the construction dust assessment, and the impact of dust generation is expected to be negligible.		X		

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		Hutton Country Park Local Nature Reserve (LNR) is considered within Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES) in relation to hydrological connection due to ground water dependent terrestrial ecosystems. While impacts on Mill Meadow LNR has been scoped out due to the distance from the Order Limits.				
9-2.1714	In Volume 1, Chapter 8, Table 8.9 and Figure 8.2 discuss the potential impacts on non-statutory designated sites, specifically Local Wildlife Sites (LWSs) and County Wildlife Sites (CWSs). There are five LWSs/CWSs with overlapping borders with the draft Order Limits (DOL), which have the potential for direct impacts (Blind Lane LWS, James' Wood LWS, Little Bladen's Wood LWS, Parkhill Wood Meadow LWS, and St Margarets Wood & Lane LWS). There are 23 LWSs within close proximity that could be indirectly impacted by the construction activities. Suggest that the Environmental Statement (ES) details the alternatives considered, impact assessments, and associated mitigation proposals	A detailed impact assessment on locally designated sites and required mitigation is included within Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES). Further information on required mitigation on locally designated sites is detailed within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).		X		
9-2.1715	In relation to Chapter 8 of the Preliminary Environmental Information Report (PEIR), paragraph 8.6.22, the Project is primarily across arable land but is approximately 10 m east of James's Wood ancient woodland, an irreplaceable habitat. The respondent	James's Wood is now located over 100 m east of the Order Limits and therefore no impacts are anticipated. Survey work has been undertaken across the Project and has included detailed woodland UKHAB surveys and NVC woodland surveys. Results of these surveys are presented within Chapter 8: Ecology and Biodiversity		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	expects that appropriate mitigation measures are put in place to protect the ancient woodland. Smaller ancient woodland parcels (<2ha) are not included in the Natural England inventory and individual ancient and veteran trees may not be included in the inventory. The respondent expects that the completed habitat survey work should identify any such features in the study area	(document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) sets out all direct or indirect impacts to ancient woodland and sets out proposed mitigation measures.				
9-2.1716	In Volume 3, Technical Appendices - Part 1 of 4, Appendix 8.1, Paras 3.2.6, and Table A8.1.4, it is noted that all hedgerows within the draft Order Limits (DOL) will be surveyed as part of the habitat surveys. Request hedgerows older than 30 years will be assessed by an ecologist to determine if they meet any of the eight criteria outlined in Part II, Schedule 1 of the Hedgerows Regulations (HMSO, 1997). Within Section G, eight hedgerows have been targeted for the Hedgerow Regulations Assessment	Hedgerow Regulations Assessments have been undertaken on hedgerows subject to greater impacts, that were identified as being older than 30 years old. Results are presented within Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 8.3: Hedgerows Regulations Report (document reference 6.8.A3) of the Environmental Statement (ES). Full condition surveys of all hedgerows across the Order Limits were undertaken as part of the BNG condition surveys. Results are presented within the Biodiversity Net Gain (BNG) Report (document reference 7.1).		X		
9-2.1717	In Volume 1, Chapter 8 Ecology & Biodiversity, para 8.5.33, and Volume 3 – Technical Appendices – 2 of 4, Appendices 8.6-9, European Protected Species (EPS), including Great Crested Newt (GCN), Hazel Dormouse, Otter, and bats. Support that National Grid has agreed with Natural England to apply to the District Level Licensing scheme for GCN instead of conducting surveys.	A countersigned Impact Assessment and Conservation Payment Certificate (IACPC) has been obtained from Natural England to confirm the District Level Licensing mitigation approach for Great Crested Newts.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Suggest a countersigned Impact Assessment and Conservation Payment Certificate (IACPC) will be needed to support the Development Consent Order (DCO). GCN are now scoped out from further assessment in the Environmental Statement (ES). Best practice methodology will be used during the construction phase to mitigate potential impacts on other mobile species such as priority amphibians, reptiles, and hedgehog.					
9-2.1718	Many locations in Essex, including woodlands, have not been previously surveyed for Hazel Dormouse, so the influence of absent records on identifying survey locations should be limited. Three woodland areas within Section G are targeted for survey for Hazel Dormouse as shown in Figure A8.8.1. Site 23, James's Wood, is shown as targeted for survey. Suggest the nearby Little Bladen's Wood be subject to Hazel Dormouse survey, as it is connected by hedgerow to Bluntswall Wood (and also James's Wood) and with portions of the woodland falling within the draft Order Limits (DOL). Request that the Essex & Suffolk Dormouse Group are involved in consultations on survey methodology	The approach to dormouse surveys and the survey locations across the Project were agreed in advance with Natural England. Little Bladen's Wood will not be directly impacted by proposals, with the Order Limits lying up to, but not within the woodland. Dormouse surveys in James's Wood were undertaken in 2023 and no evidence of dormice was identified. Full details of the dormouse surveys can be found within Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.12: Hazel Dormouse Report (document reference 6.8.A12) of the Environmental Statement (ES).		X		
9-2.1719	Notes the Bat Roosting desk study results are currently available, but the results of the data collected during the 2023 surveys and the Ground	The Ground Level Tree Assessments (GLTA), bat activity surveys and radio tracking survey results are presented in Chapter 8: Ecology and Biodiversity		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Level Tree Assessments (GLTAs) (undertaken between November 2023 and March 2024) are awaited. Static detector Bat Activity surveys are still ongoing, and their results will determine if further investigation is needed. Request transparency in appraising these survey results and the criteria used for deciding if an elevated survey effort is warranted. There is only one high-risk level area identified within the Section G limits (by Figure A.8.7.1), located on the border with Thurrock District. Suggest a survey effort in the James's Wood to Little Bladen's Wood area may be appropriate, despite the lower level of temporary disturbance planned for that area. It is noted the presence of 3 roost records and 21 activity records for the rare Barbastelle bat in Essex (Table A8.6.4). Request Appendix II species (Bern and Bonn Conventions) have adequate assessment to avoid severance to foraging and commuting routes within any sustenance zones of a maternity colony	(document reference 6.8) and specifically Appendices 8.9 to 8.11 (document reference 6.8.A9-6.8.A11) of the Environmental Statement (ES). Static detector surveys have been based on the potential habitat value of the site and the potential impact on bat features. Impact to potential bat foraging and commuting routes around James Wood is minimal with the Project avoiding the main woodland blocks therefore no static detector survey has been undertaken at this location. As agreed with Natural England full bat tree surveys will be undertaken on any tree to be directly impacted pre-construction including around James's Wood. This pre-construction survey requirement is detailed within the Outline Landscape and Ecological Management Plan (LEMP).				
9-2.1720	It is noted for Protected species, reptiles, seven locations within the Brentwood District have been identified as suitable habitats for reptiles. These locations are: Ingatestone to Chelmsford Railway River Wid Corridor	Chapter 8: Ecology and Biodiversity (document reference 6.8) and the reptile report at Appendix 8.6: Reptile Report (document reference 6.8.A6) of the Environmental Statement (ES) detail the assessment method for reptile sites and provides justification for those subject to further survey. Reasonable Avoidance Measures for reptiles are proposed at all sites		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Shenfield to Billericay Railway Oakleigh Farm Bladenwood Farm Dunton Hills Family Golf Centre West Horndon to Laindon Railway. Among these, only the River Wid Corridor has been classified as a 'Key Reptile Site' and will undergo a series of reptile surveys following an appropriate methodology. The other six sites have been excluded from further presence or likely absence surveys. This decision is either based on the consideration that impacts can be avoided or that habitat manipulation is the most suitable mitigation solution, regardless of the survey results. Request National Grid provide a supported argument to justify this approach and demonstrate how effective mitigation will be achieved in all instances	considered suitable for reptiles, not just the key reptile sites. The reptile mitigation measures are detailed within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-2.1721	The survey methodology outlined for Water Vole is supported, however, clarification is needed on the method used to determine the habitat suitability of a watercourse, including habitat parameters. Additionally, more detail is required on how the issue of dense vegetation was resolved to avoid significant survey constraints	Chapter 8: Ecology and Biodiversity (document reference 6.8) and the water vole and otter report at Appendix 8.13: Otter and Water Vole Report (document reference 6.8.A13) of the Environmental Statement (ES) detail the assessment method for water vole suitability and provide details on any limitations to the presence/absence surveys such as dense vegetation. Full updated water vole surveys will be undertaken on impacted watercourse pre-construction to inform the		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		future water vole licence. The requirement for further pre-construction surveys is detailed within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-2.1722	Surveys are currently being conducted to identify all badger setts within 30 m of the draft Order Limits (DOL). Request to minimise the impacts on badgers and their setts, the mitigation hierarchy should be implemented	The mitigation hierarchy with regard to badgers has been implemented. Significant effort through the design process has been undertaken to minimise impacts to badger setts, with specific attention to main setts. The current alignment avoids the requirement to close any main badger setts.		X		
9-2.1723	Within 5.1 Ecology, Table 10: Ecology Comments re: Preliminary Environmental Impact Report (PEIR) (Chelmsford), Volume 1, Chapter 8 Ecology & Biodiversity; Table 8.4; Figure 8.1, MAGIC Maps, r – National Grid state designated sites within 30 km of the project were included within the assessment. The nearest Habitats sites to Section F are: Crouch & Roach Estuaries Special Protection Area (SPA): Important for wintering waterbirds, especially the dark-bellied brent goose. Located approximately 14.3 km from the draft Order Limits (DOL). Crouch & Roach Estuaries Ramsar: Noted for its saltmarsh habitat, rare plants, and animal species. Also located around 14.3 km from the DOL. Essex Estuaries Special Areas of Conservation (SAC): Recognised for its important coastal habitats, situated approximately 14.3 – 16.7 km from the DOL.	Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.16: Designated Sites (document reference 6.8.A16) of the Environmental Statement (ES) sets out all internationally designated sites within the Study Area, the reason for their designation and their proximity/direction to the Order Limits.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Blackwater Estuary SPA and Ramsar: cited for supporting summer, nationally important breeding populations of an Annex 1 species (Little Tern), nationally important wintering populations of an Annex 1 species (Hen Harrier) and internationally and nationally important numbers of numerous species of wintering wildfowl and waders. Located about 16.7 km from the DOL. Blackwater Estuary Ramsar: - saltmarsh habitat present, rare plants and animal species, the full and representative sequences of saltmarsh plant communities and internationally and nationally important numbers of numerous species of wintering wildfowl and waders. The Ramsar is located ~16.7 km from the DOL. Abberton Reservoir SPA and Ramsar: These sites support nationally important breeding populations of cormorant and numerous species of wintering wildfowl and waders. They are approximately 20 km from the DOL. Epping Forest SAC: Known for its Atlantic acidophilous beech forests and a good population of Stag beetle Lucanus cervus. It is located around 21.3 km from the DOL. Lee Valley SPA - cited for supporting internationally important numbers of migratory Gadwall and Shoveler and nationally important population of wintering Bittern, numerous species of breeding and					

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	wintering bird. The SPA is located around 26.8 km from the DOL. Lee Valley Ramsar - supporting internationally important numbers of migratory Gadwall and Shoveler and nationally important population of wintering Bittern, as well as internationally and nationally important numbers of numerous species of breeding and wintering bird. The Ramsar is located around 26.8 km from the DOL					
9-2.1724	In relation to Chapter 8, Table 8.1 and Figure 8.1 of the Preliminary Environmental Information Report (PEIR), the respondent comments that this highlights that the River Ter Sites of Special Scientific Interest (SSSI) and Chelmer Valley Riverside Local Nature Reserves (LNRs) have the potential to be indirectly impacted by the works. Respondent notes the River Ter SSSI has a hydrological connection to the draft Order Limits (DOL) via the River Ter, and the Chelmer Valley Riverside LNR has a hydrological connection via the River Chelmer	The potential for the hydrology that in part sustains these two designated sites to be impacted by the Project, in terms of water quality and water quantity has been assessed in Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (document reference 6.12). The assessment concludes that, with the embedded measures and good practice in place (documented within the Outline Code of Construction Practice (document reference 7.2)), there would be no likely significant effects on the supporting hydrological regimes. Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.16: Designated Sites (document reference 6.8.A16) of the Environmental Statement (ES) sets out all national designated sites within the Study Area, the reason for their designation and their proximity/direction to the Order Limits. Potential hydrological impact pathways are discussed within the Chapter.		X		

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9-2.1725	In relation to Chapter 8 of the Preliminary Environmental Information Report (PEIR), criticism that highlights non-statutory designated sites (Local Wildlife Sites (LWS)). Specifically, it mentions: Bushy Wood: This LWS has overlapping borders with the draft Order Limits (DOL) and has the potential for direct impacts. 26 LWS within close proximity: These sites have the potential to be indirectly impacted. Request alternatives considered, impact assessments, and associated mitigation proposals in the Environmental Statement (ES)	Through detailed routeing and siting every effort has been made through the design process to avoid or reduce impacts on locally designated sites. Chapter 8: Ecology and Biodiversity (document reference 6.8) considered the impacts on all designated sites, scoped in for assessment, where impacts couldn't be avoided. There will be no direct impact on Bushy Wood LWS. While the Order Limits lies adjacent to the woodland, this is to allow a maintenance right of access only.		X		
9-2.1726	In relation to Chapter 8 of the Preliminary Environmental Information Report (PEIR), the route of the project is primarily located across arable land, concern as the buffer zone is adjacent to several ancient woodlands, which are considered irreplaceable habitats. Notably, Writtle-Writtlepark Wood and Bushy Wood are located within the draft Order Limits (DOL). Concern as there are several other ancient woodlands within close proximity to the project boundary that could be indirectly impacted, for example, by changes to hydrology. Request appropriate measures will be taken to protect these ancient woodlands.	Survey work has been undertaken across the Project and has included detailed woodland UKHAB surveys and NVC woodland surveys. Results of these surveys are presented within Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.1: Habitat Report (document reference 6.8.A1) and Appendix 8.2: National Vegetation Classification Report (document reference 6.8.A2) of the Environmental Statement (ES). Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) sets out all direct or indirect impacts to ancient woodland and sets out proposed mitigation measures. There will		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Concern as smaller ancient woodland parcels (less than 2 hectares) are not included in the Natural England inventory, and individual ancient and veteran trees may not all be inventoried. The completed habitat survey work is expected to identify any such features in the study area.	be no impact on Bushy Wood and impacts to Writtle-Writtlepark Wood is limited to 11 kV third party works.				
9-2.1727	In relation to Volume 3, Technical Appendices – Part 1 of 4, Appendix 8.1, Paragraphs 3.2.5, Table A8.1.4 , all hedgerows within the draft Order Limits (DOL) will be surveyed as part of the habitat surveys. Hedgerows that are over 30 years old will be assessed by an ecologist to determine if they meet any of the eight criteria outlined in Part II, Schedule 1 of the Hedgerows Regulations (HMSO, 1997). Concern that within Section F, only three hedgerows have been targeted for the Hedgerow Regulations Assessment	Hedgerow Regulations Assessments have been undertaken on hedgerows subject to greatest impacts, that were identified as being older than 30 years old. Results are presented within Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically the hedgerow report at Appendix 8.3: Hedgerows Regulations Report (document reference 6.8.A3) of the Environmental Statement (ES). Full condition surveys of all hedgerows across the Order Limits were undertaken as part of the BNG condition surveys. Results are presented within the Biodiversity Net Gain (BNG) Report (document reference 7.1).		X		
9-2.1728	In relation to Volume 1, Chapter 8 Ecology & Biodiversity; para 8.5.33 & Volume 3 – Technical Appendices – 2 of 4; Appendices 8.6-9, Support confirmation that National Grid has agreed with Natural England to apply to the District Level Licensing scheme for Great Crested Newt (GCN) instead of surveys. Suggest that a countersigned Impact Assessment and Conservation Payment	A countersigned Impact Assessment and Conservation Payment Certificate (IACPC) has been obtained from Natural England and will be provided as part of the Development Consent Order (DCO) submission. Reasonable Avoidance Measures for amphibians, reptiles and other notable species during vegetation clearance have been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Certificate (IACPC) will be needed to support the Development Consent Order (DCO). Great crested newts are now scoped out from further assessment, suggest best practice methodology will be used during the construction phase to mitigate for potential impacts on other mobile species such as priority amphibians, reptiles and hedgehog. Hazel Dormouse are present in Hylands Park Local Wildlife Sites (LWS) and Swan Wood LWS, as shown in Table A8.8.3 1. Many locations in Essex, including woodlands, have not been previously surveyed for Hazel Dormouse, the influence of absent records on identifying survey locations should be limited. Request The Essex & Suffolk Dormouse Group should be involved in consultations on survey methodology. Support the methodology outlined for Otter. Request within Section F surveys will need to be conducted for the River Ter, River Brain, and River Blackwater to confirm presence/likely absence and extent of likely impacts upon Otter	Dormouse survey locations were agreed in advance in consultation with Natural England. While records were taken into account, the habitat suitability and the proposed impact were also key determining factors for survey effort. While both Hylands Park LWS and Swan Wood LWS are located east of the Order Limits, dormouse surveys were undertaken in woodland connected to Hylands Park. Dormouse sites 18 and 19 were surveyed in 2024 and included King Wood, Great and Little Edney Woodland and Writtle Park Woods. Positive dormouse evidence was recorded during the surveys. Details of the otter surveys are presented within Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically the water vole and otter report at Appendix 8.13: Otter and Water Vole Report (document reference 6.8.A13) of the Environmental Statement (ES).				
9-2.1729	Bat activity surveys have been undertaken, as detailed in Appendix 8.6 and 8.7. Only the desk study report is currently available, and the results of the data collected during the 2023 surveys and the Ground Level Tree Assessments conducted between November 2023 and March 2024 are still awaited.	The Ground Level Tree Assessments (GLTA), bat activity surveys and radio tracking survey results are presented in Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendices 8.9 to 8.11 (document reference 6.8.A9-6.8.A11) of the Environmental Statement (ES). Static detector surveys have been based on the potential habitat value of the		X		

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	There are five high-risk level areas and two medium-risk level areas identified within the Section F limits, as shown in Figure A.8.7.1 1. Request National Grid are transparent regarding how the static detector survey results were appraised, and the criteria used for judging if an elevated survey effort was warranted or not. Additionally, there are three roost records and 21 activity records for the rare Barbastelle bat in Essex, as noted in Table A8.6.4 1. Request Appendix II species (Bern and Bonn Conventions) has adequate assessment to avoid severance to foraging and commuting routes within any sustenance zones of a maternity colony	site and the potential impact on bat features, detail on the assessment method is provided within Appendix 8.10: Bat Activity Report of the Environmental Statement (ES) (document reference 6.8.A10). As agreed with Natural England full bat tree surveys will be undertaken on any tree to be directly impacted pre-construction. This pre-construction survey requirement is detailed within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-2.1730	In relation to Volume 3 of the Preliminary Environmental Information Report (PEIR) Technical Appendices, criticism that for reptiles, no 'Key Reptile Sites' have been identified within Section F of the draft Order Limits (DOL), but six locations have been deemed suitable for reptiles. These locations include River Ter, River Chelmer, River Can and Former Brittons Hall Farm Landfill site, Chelmsford Compressor Station, Land off Roxwell Road, Willowmere Lake and Associated Habitat, and Writtlepark and Associated Woodlands. These sites have been excluded from further surveys because impacts are considered avoidable or because habitat manipulation is seen as the best mitigation solution.	Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 8.6: Reptile Report (document reference 6.8.A6) of the Environmental Statement (ES) detail the assessment method for reptile sites and provides justification for those subject to further survey. Reasonable Avoidance Measures for reptiles are proposed at all sites considered suitable for reptiles, not just the key reptile sites. The reptile mitigation measures are detailed within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Suggestion that National Grid provide a supported argument for this approach, demonstrating how effective mitigation will be achieved in all instances					
9-2.1731	From the Preliminary Environmental Information Report (PEIR), Natural England has agreed on the acceptability of the approach taken for breeding bird surveys but has not commented on the selection of survey locations. Seven 'Areas of Potential Importance for Breeding Birds' have been targeted based on desk study and the perceived risk of impact. These are the only sites to be subject to breeding bird surveys, which will cover 200 m buffers around key areas of effects such as cable easement, Cable Sealing End (CSE) compounds, and substations. No Areas of Potential Importance for Breeding Birds were identified for Section F. It is recognised that a draft Order Limits (DOL) 184 km long and 100-220 m wide (plus a 200 m buffer) cannot be completely surveyed for breeding birds, and identifying priority sites for survey is the practical solution. Request National Grid demonstrate that they have not overlooked sites worthy of survey within Section F. Request there is a well-reasoned estimate of the potential overall cumulative impact on breeding birds from the project	Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 8.7: Breeding Bird Report (document reference 6.8.A7) of the Environmental Statement (ES) detail the survey locations and site selection methods for breeding birds. The chapter discusses the impact on breeding birds across the project.		X		

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9-2.1732	Support the methodology outlined for Water Vole within the Preliminary Environmental Impact Report (PEIR). Water Vole are noted as being present at Chelmer Valley Riverside Local Wildlife Sites (LWS), which is within 2 km of the draft Order Limits (DOL). Request within Section F, surveys will need to be conducted for the River Ter, River Brain, and River Blackwater to confirm presence/likely absence and extent of likely impacts upon Water Vole. Request clarification on the method used (i.e., habitat parameters) for determining the Water Vole habitat suitability of a watercourse, and more detail is needed on how the issue of dense vegetation was resolved so that it did not present a significant survey constraint	Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 8.13: Otter and Water Vole Report (document reference 6.8.A13) of the Environmental Statement (ES) detail the assessment method for water vole suitability and provide details on any limitations to the presence/absence surveys such as dense vegetation. Full updated water vole surveys will be undertaken on impacted watercourse pre-construction to inform the future water vole licence. The requirement for further pre-construction surveys is detailed within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).		X		
9-2.1733	Concern as noteworthy habitats, potentially including Priority Lowland Deciduous Woodland and ancient woodland (irreplaceable habitat) at Bushy Wood, east of Woodhall Hill Road, CM1 4ST (Grid Ref TL 687 105), would be impacted by the works. Request a thorough impact assessment be undertaken for this site, along with the appropriate application of the mitigation hierarchy. This will be necessary to include in the Statement of Common Ground (SoCG).	Careful routeing and siting has been undertaken to avoid impacts on priority habitats where possible. Where temporary impacts are unavoidable, habitats will be reinstated and included within the Biodiversity Net Gain (BNG) assessment. Where permanent habitats are unavoidable, habitat creation and enhancement measures are proposed as mitigation within the Environmental Areas. National Grid are committed to delivering 10% BNG with environmental and societal benefits. There will be no impact on Bushy Wood as a result of the Project.		X		

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9-2.1734	Within 9 Babergh: 9.1 Ecology, Table 17: Ecology comments re: Preliminary Environmental Information Report (PEIR) (Babergh and Mid Suffolk Council areas), Volume 1, Chapter 8 Ecology & Biodiversity; Table 8.4; Figure 8.1, MAGIC Maps The nearest Habitats sites are: Waveney & Little Ouse Valley Fens Special Areas of Conservation (SAC). It is designated for Annex I wetland habitats and a population of Annex II Desmoulin's whorl snail, located 2.8 km from the draft Order Limits (DOL). Concern for potential impacts on the SAC, especially since the Waveney Valley Alternative (WVA) has not yet been decided. Support discussions with Suffolk Wildlife Trust, which manages the Waveney and Little Ouse Recovery Project. The Redgrave & South Lopham Fens Ramsar site, cited for its lowland valley fen habitat and diverse invertebrate fauna, including the fen raft spider, is also located 2.8 km from the DOL. The Stour and Orwell Estuaries Special Protection Area (SPA) and Ramsar site, located 3.07 km from the site, supports internationally and nationally important numbers of wintering wildfowl and waders, as well as several nationally scarce plants and invertebrates. Request to be involved in discussions on the Hydrology Risk Assessment (HRA) as these	Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.16: Designated Sites (document reference 6.8.A16) of the Environmental Statement (ES) sets out all internationally designated sites within the Study Area, the reason for their designation and their proximity/direction to the Order Limits. Any potential impacts on these internationally designated sites are assessed within ES Chapter 8: Ecology and Biodiversity (document reference 6.8).		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	habitats sites are hydrologically connected to the DOL					
9-2.1735	In relation to Chapter 8, Table 8.5 and Figure 8.1 of the Preliminary Environmental Information Report (PEIR), the buffer provided for Sites of Special Scientific Interest (SSSIs) except for a few specific sites. Criticism as Middle Wood, Offton SSSI, an ancient woodland adjacent to the draft Order Limits (DOL), is not listed in Table A8.1.6. Wortham Ling SSSI, notified for lowland dry heath and acid grassland habitats, is roughly adjacent to the DOL. Construction access via Ling Road through Wortham Ling SSSI may require canopy lifting Request the affected trees be assessed for roosting bats. The Waveney Valley Alternative (WVA) (underground cabling) would result in a higher impact on Wortham Ling SSSI due to the need for additional clearance and the installation of outfalls for temporary drainage	Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.16: Designated Sites (document reference 6.8.A16) of the Environmental Statement (ES) sets out all nationally designated sites within the Study Area, the reason for their designation and their proximity/direction to the Order Limits. Potential impacts on nationally designated site are discussed within the Chapter. Middle Wood Site of Special Scientific Interest (SSSI) and ancient woodland is assessed within Chapter 8 and also discussed within Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of increased impacts on Wortham Ling SSSI raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether		X		

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		the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WALOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WALOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-2.1736	In relation to Chapter 8, Table 8.7 and Figure 8.1 of the Preliminary Environmental Information Report (PEIR), that Needham Lake Local Nature Reserve (LNR), which is recognised as a Regionally Important Geological/geomorphological Site (RIGS), will be affected by the proposed works. This is due to its hydrological connection to the draft Order Limits (DOL) via the River Gipping	As described within Environmental Statement (ES) Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) the Study Area for sites of geological importance is 250 m and therefore the site falls outside of the study area in relation to geology and hydrogeology. The potential for the Project to impact on existing attributes of the River Gipping are presented in Chapter 12: Hydrology, Land Drainage and Flood Risk of the ES (document reference 6.12), which concludes no potential for likely significant effects on this receptor given the control and mitigation measures that are proposed, detailed in the Outline Code of Construction Practice (document reference 7.2).		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-2.1737	In relation to Chapter 8, Table 8.9 and Figure 8.2 of the Preliminary Environmental Information Report (PEIR), the respondent notes that nine of the County Wildlife Sites (CWSs) are directly impacted by overlapping borders with the draft Order Limits (DOL). These sites include River Waveney, sections of River Gipping, Great Newton Wood, Bushey Ley Farm (Arable Fields), Fore and Bushey Groves, Bullen Wood, Round Wood and Elms Grove, Sproughton Park, and Higham Meadow. Suggest that the alternatives considered, impact assessments, and associated mitigation proposals are detailed in the Environmental Statement (ES)	As described within Environmental Statement (ES) Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) the Study Area for sites of geological importance is 250 m and therefore the site falls outside of the study area in relation to geology and hydrogeology. The potential for the Project to impact on existing attributes of the River Gipping are presented in Chapter 12: Hydrology, Land Drainage and Flood Risk of the ES (document reference 6.12), which concludes no potential for likely significant effects on this receptor given the control and mitigation measures that are proposed, detailed in the Outline Code of Construction Practice (document reference 7.2).		X		
9-2.1738	In relation to Chapter 8 of the Preliminary Environmental Information Report (PEIR) (Volume 1, Chapter 8 Ecology & Biodiversity; Para 8.6.22 RE: Ancient woodland), concern as the route's proximity to several ancient woodlands, which are considered irreplaceable habitats. The route is generally located across arable land but is adjacent to ancient woodlands such as Middle Wood, approximately 1.4 km south of Ringshall Stocks, and Somersham Park, 400 m north of Flowton. Bullen Wood and Round Wood & Elms Grove ancient woodlands are adjacent to the Burstall Substation and within the draft Order Limits (DOL). Request appropriate measures to protect these ancient woodlands. Smaller ancient woodland	Through detailed routeing and siting every effort has been made through the design process to avoid or reduce impacts on locally designated sites. Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) considered the impacts on all designated sites, scoped in for assessment, where impacts couldn't be avoided. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) sets out any required mitigation.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	parcels (< 2 ha) not included in the Natural England inventory, expect that the completed habitat survey work will identify any such parcels in the study area					
9-2.1739	Volume 1, Chapter 8 Ecology & Biodiversity; para 8.5.33 & Volume 3 –Technical Appendices – 2 of 4; Appendices 8.6-9, RE: European Protected Species - Great Crested Newt (GCN), Hazel Dormouse, Otter & bats and bats. Support that National Grid has agreed with Natural England to apply to the District Level Licensing scheme for the GCN instead of conducting surveys. Request countersigned Impact Assessment and Conservation Payment Certificate (IACPC) will be needed to support the DCO. The GCN is now scoped out from further assessment in the Environmental Statement (ES). Suggest best practice methodology to be used during the construction phase to mitigate potential impacts on other mobile species such as priority amphibians, reptiles, and hedgehog Concern as the Hazel Dormouse and Otter are not only Priority species but also have higher designations as European Protected Species (EPS) under the Conservation of Habitats and Species Regulations 2017, unlike how stated in Table A8.8.3. The presence of Hazel Dormouse in specific areas such as Bonny Wood County Wildlife Sites (CWS), Bentley Long Wood CWS, Hadleigh Railway Walk	Survey work has been undertaken across the Project and has included detailed woodland UKHAB surveys and NVC woodland surveys. Results of these surveys are presented within Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.1: Habitat Report (document reference 6.8.A1) and Appendix 8.2: National Vegetation Classification Report (document reference 6.8.A2) of the ES. Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) sets out all direct or indirect impacts to ancient woodland and sets out proposed mitigation measures.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	CWS, and Raydon Great Wood CWS is acknowledged (as shown in Table A8.8.3). Request that the Essex & Suffolk Dormouse Group be involved in consultations on survey methodology.					
9-2.1740	Criticism that whilst bat activity surveys have been conducted (Appendix 8.6 and 8.7 of the Preliminary Environmental Information Report (PEIR)), only the desk study report is currently available. The respondent awaits the results of the 2023 surveys and Ground Level Tree Assessments from November 2023 to March 2024. There are 10 roost records and 78 activity records for the rare Barbastelle bat, which requires further assessment to avoid disruption to foraging and commuting routes within maternity colony sustenance zones. A desk study identified five County Wildlife Sites (CWS) within 2 km of the draft Order Limits (DOL) in Suffolk, which have potential to be significant areas for bats. These sites include Bonny Wood CWS, Bramford Meadows CWS, Sproughton Park CWS, Raydon Great Wood CWS and Chantry Park, Beech Water & Meadow CWS. Thorough impact assessments and fitting levels of investigation are expected in the Environmental Statement (ES). For hedge crossings or removals during construction, Heras fencing with camouflage netting is suggested as an alternative to dead hedging to maintain connectivity for bat species. This temporary	The Ground Level Tree Assessments (GLTA), bat activity surveys and radio tracking survey results are presented in Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendices 8.9 to 8.11 (document reference 6.8.A9-6.8.A11) of the Environmental Statement (ES). Static detector surveys have been based on the potential habitat value of the site and the potential impact on bat features, detail on the assessment method is provided within Appendix 8.10: Bat Activity Report (document reference 6.8.A10). As agreed with Natural England full bat tree surveys will be undertaken on any tree to be directly impacted pre-construction. This pre-construction survey requirement is detailed within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). Where high levels of bat activity have been identified and the length of temporary impact considered significant, artificial temporary bat flyways have been proposed as a suitable mitigation method to ensure continued connectivity. The locations of the proposed flyways have been included within the Outline LEMP (document reference 7.4).		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	measure will help bats continue using affected hedgerows for commuting and foraging networks					
9-2.1741	Support within Volume 3 – Technical Appendices – 2 of 4; Appendix 8.9. Water Vole were identified during surveys in Sproughton Park County Wildlife Site (CWS), which is within the draft Order Limits (DOL) (Table A8.9.2). Support the ditches and ponds within this CWS are important for Water Vole	Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 8.13: Otter and Water Vole Report (document reference 6.8.A13) of the Environmental Statement (ES) detail the results of water vole surveys undertaken over 2023-2024.		X		
9-2.1742	Concern for the potential impact on habitats, including Priority Lowland Deciduous Woodland and a veteran oak tree at Spring Farm, south of Thornham Road, Gislingham. This site has been identified as a high-risk area (Red, Risk Level High; Ref# 62) for potential impacts on bats. Request a thorough impact assessment be undertaken for this site, along with appropriate application of the mitigation hierarchy. This will be necessary to include in the Statement of Common Ground (SoCG)	Bat static survey results have identified high levels of bat activity at location 62. Mitigation proposals have therefore included an artificial bat flyway each night at this location, between May- September, for the duration of the construction period. Full details are provided within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).		X		
9-2.1743	In relation to Volume 1, Chapter 8 Ecology & Biodiversity; Table 8.4; Figure 8.1, MAGIC Maps, the respondent notes the following about the nearest Habitat sites: Stour & Orwell Estuaries Special Protection Areas (SPAs) and Ramsar site (3.07 km from site): Supports internationally and nationally important numbers of numerous species of wintering wildfowl	National Grid, through the routing and siting exercise, has sought to reduce the impact on the historic environment, including all designated heritage assets. During construction standard mitigation would be adopted as detailed in the Outline Code of Construction Practice Outline (CoCP) (document reference 7.2). Changes to the setting of an asset (both designated and non-designated, built or archaeological) would be		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	and waders, as well as several nationally scarce plants and invertebrates. As these Habitats sites are hydrologically connected to the draft Order Limits, the respondent would like to be involved in discussions on Habitats Regulations Assessment (HRA) to inform the shadow report to support the Development Consent Order (DCO). Colne Estuary Ramsar and SPA (7.3 km from the draft Order Limits(DOL)): Supports internationally and nationally important numbers of numerous species of wintering wildfowl and waders, saltmarsh, and its wetland plant and invertebrate assemblage. Essex Estuaries Special Areas of Conservation (SAC) (7.6 km from the DOL): Cited for important coastal habitats. Abberton Reservoir SPA (7.8 km from the DOL): Supports nationally important breeding population of cormorant, as well as internationally and nationally important numbers of numerous species of wintering wildfowl and waders. Abberton Reservoir Ramsar (7.8 km from the DOL): Supports internationally and nationally important numbers of numerous species of wintering wildfowl and waders. Hamford Water Ramsar and SPA (8.0 km from site): Supports internationally and nationally important numbers of numerous species of wintering wildfowl and waders.	temporary and would be reversed once the construction phase is completed. Therefore, no additional mitigation measures are proposed during the construction phase. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. During the operation phase there is no proposed mitigation. The Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) assessment tables in ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) states whether the asset would physically impacted (below ground remains) or the impact would be to its setting (both designated and non-designated built and archaeological assets). The magnitude of impact is then stated (high, medium, low, negligible, no change), as is the mitigation and the significance of effect using the agreed significance of effect matrix as stated in the ES Chapter 11: Historic Environment (document reference 6.11) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2).				

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	Hamford Water SAC (8.0 km from the DOL): Designated for supporting internationally and nationally important Fisher's Estuarine Moth, Gortyna borelii lunata					
9-2.1744	In relation to Volume 3 – Technical Appendices – 2 of 4; Appendices 8.5, the respondent notes that Wintering Bird Surveys have been conducted to assess the disturbance of Functionally Linked Land. These surveys aim to identify the extent of usage and impacts on qualifying species of the Stour & Orwell Estuaries Special Protection Area (SPA) and Ramsar. One of the Wintering Bird Survey areas extends southeast from the A12 along an underground cabling section of the draft Order Limits (DOL). It also includes an area of arable northeast of Ardleigh Reservoir and the waterbody at Ordnance Survey (OS) Grid Reference - TM 04797 29815, which are within the DOL and subject to overhead electric lines. The eastern limit of these surveys has been cut off before the proposed East Anglian Connection Node (EACN) Substation site, and justification is requested for why this area is not considered Functionally Linked to the Stour and Orwell Estuaries SPA and Ramsar. It is important that the alternatives considered, impacts assessments and associated mitigation	Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.16 : Designated Sites (document reference 6.8.A16) of the Environmental Statement (ES) sets out all internationally designated sites within the Study Area, the reason for their designation and their proximity/direction to the Order Limits.		X		

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	proposals are detailed in the Environmental Statement (ES). A Habitats Regulations Assessment will need to be prepared to demonstrate that adverse impacts on the integrity of the Habitats sites (within scope) can be avoided from the development, either alone or in combination with other plans and projects					
9-2.1745	In relation to Volume 1, Chapter 8 Ecology & Biodiversity; Table 8.5, Figure 8.1, the respondent notes that all Sites of Special Scientific Interest (SSSIs) are provided a buffer within Tendring District. However, additional consideration of indirect construction impacts should be provided for the Cattawade Marshes SSSI and the Stour & Orwell Estuary SSSI, which are located approximately 3.1 km and 3.5 km, respectively, from the draft Order Limits (DOL)	Wintering bird surveys have been undertaken across the 2022-2024 period. Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.8: Wintering and Passage Bird Report (document reference 6.8.A8) of the Environmental Statement (ES) detail the survey locations, justification for these locations and the survey results. The survey locations were agreed in advance with Natural England. A Habitats Regulations Assessment (HRA) Report (document reference 5.3) has been prepared, which provides an assessment of the impact on internationally designated sites and associated functionally linked land. The HRA has been produced in consultation with Natural England.		X		
9-2.1746	In relation to Volume 1, Chapter 8 Ecology & Biodiversity; Table 8.9, Figure 8.2 the respondent highlights that there are three Local Wildlife Sites (LWSs) / County Wildlife Sites (CWSs) that have potential for indirect impact from the construction works and may have hydrological connectivity. These non-statutory sites include:	Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.16: Designated Sites (document reference 6.8.A16) of the Environmental Statement (ES) sets out all national designated sites within the Study Area, the reason for their designation and their proximity/direction to the Order Limits. Any potential indirect impact pathways are		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Ardleigh Reservoir Grassland (Te3) Ardleigh Reservoir Wood (Te1) Little Bromley Churchyard (Te44) It is important that the alternatives considered, impacts assessments, and associated mitigation proposals are detailed in the Environmental Statement (ES)	on Cattawade Marshes SSSI and the Stour and Orwell Estuaries SSSI are discussed within Chapter 8.				
9-2.1747	In relation to Volume 1, Chapter 8 Ecology & Biodiversity; Para 8.6.22, the respondent notes that the route generally crosses arable land. However, smaller ancient woodland parcels (less than 2 hectares) are not included in the Natural England inventory, and individual ancient and veteran trees may also not be inventoried. The respondent expects that expect that the completed habitat survey work will identify any such features in the study area	Through detailed routeing and siting every effort has been made through the design process to avoid or reduce impacts on locally designated sites. ES Chapter 8: Ecology and Biodiversity (document reference 6.8) considered the impacts on all designated sites, scoped in for assessment, where impacts couldn't be avoided. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) details any required mitigation, where impacts couldn't be completely avoided.		X		
9-2.1748	In relation to the Hedgerow Regulations Assessment (e.g. Volume 3, Technical Appendices - Part 1 of 4 Appendix 8.1; Paras 3.2.6-7, Table A8.1.4, Figure A.8.1.3), the respondent notes that all hedgerows within the draft Order Limits (DOL) will be surveyed as part of the habitat surveys. Hedgerows that are over 30 years old will be assessed by an ecologist to determine if they meet any of the eight criteria outlined in Part II, Schedule 1 of the Hedgerows Regulations (HMSO, 1997). Within	Survey work has been undertaken across the Project and has included detailed woodland UKHAB surveys and NVC woodland surveys. Results of these surveys are presented within Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.1: Habitat Report (document reference 6.8.A1) and Appendix 8.2: National Vegetation Classification Report (document reference 6.8.A2) of the ES. Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological		X		

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	Tendring District, four hedgerows have been specifically targeted for this assessment	Management Plan (LEMP) (document reference 7.4) sets out all direct or indirect impacts to ancient woodland and sets out proposed mitigation measures.				
9-2.1749	In relation to Volume 1, Chapter 8 Ecology & Biodiversity; para 8.5.33 and Volume 3 –Technical Appendices– 2 of 4; Appendices 8.6-9, the respondent welcomes confirmation that National Grid has agreed with Natural England to apply to the District Level Licensing scheme for Great Crested Newt (GCN) instead of surveys. The respondent highlights that a countersigned Impact Assessment and Conservation Payment Certificate (IACPC) will be needed to support the Development Consent Order (DCO). The respondent acknowledges that GCN are therefore now scoped out from further assessment in the Environmental Statement (ES). However, it is expected that best practice methodology will be used during the construction phase to mitigate for potential impacts on other mobile species such as priority amphibians, reptiles and hedgehog	Hedgerow Regulations Assessments have been undertaken on hedgerows subject to greater impacts, that were identified as being older than 30 years old. Results are presented within Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 8.3: Hedgerows Regulations Report (document reference 6.8.A3) of the Environmental Statement (ES). Full condition surveys of all hedgerows across the Order Limits were undertaken as part of the BNG condition surveys. Results are presented within the Biodiversity Net Gain (BNG) Report (document reference 7.1).		X		
9-2.1750	No survey sites for Hazel Dormouse are targeted for Tendring District. Many locations in Essex, including woodlands, have not been previously surveyed for Hazel Dormouse. Therefore, the influence of absent records on identifying survey locations should be limited and the respondent recommends that the	A countersigned Impact Assessment and Conservation Payment Certificate (IACPC) has been obtained from Natural England and will be provided as part of the Development Consent Order (DCO) submission. Reasonable Avoidance Measures for amphibians, reptiles and other notable species during vegetation		X		

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	Essex and Suffolk Dormouse Group should be involved in consultations on survey methodology	clearance have been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-2.1751	The methodology for Otter surveys is supported. However, there is a desk study record of Otter for Ardleigh Reservoir within the draft Order Limits (DOL), but no corresponding Otter survey location. A survey effort is advised for the Ardleigh Reservoir and surrounding area to confirm the presence or likely absence of Otters and determine the extent of likely impacts	The approach to dormouse surveys and the survey locations across the Project were agreed in advance with Natural England. Full details of the dormouse surveys can be found within Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.12: Hazel Dormouse Report (document reference 6.8.A12) of the Environmental Statement (ES)		X		
9-2.1752	Only the Bat Roosting desk study result is available at present. The respondent awaits the await the results of the data collected during the 2023 surveys and the results of the Ground Level Tree Assessments undertaken between November 2023 and March 2024. Bat Activity surveys have been undertaken, and four medium risk level areas within the Tendring District limits have been identified. These sites are expected to undergo static detector surveys to inform the need for further investigation. Transparency is requested regarding the appraisal of static detector survey results and the criteria used for judging if an elevated survey effort was warranted. There are three roost records and 21 activity records for the rare Barbastelle bat in Essex. This Appendix II species	Details of the otter surveys are presented within Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.13: Otter and Water Vole Report (document reference 6.8.A13) of the Environmental Statement (ES). Ardleigh Reservoir is due to be surveyed in 2025 for presence of otter and the results of the survey will be included within the further environmental information report.		X		

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	(Bern and Bonn Conventions) will need adequate assessment to avoid severance to foraging and commuting routes within any sustenance zones of a maternity colony. Temporary measures, such as using Heras fencing with camouflage netting, are suggested to enable certain bat species to continue using affected hedgerows					
9-2.1753	The Reptile Report identifies 19 locations within the draft Order Limits (DOL) in Section C which contain suitability for reptiles. All locations relevant to Tendring District have been excluded from further presence/absence surveys, as habitat manipulation for displacement is considered the most appropriate mitigation solution regardless of survey results. While this approach is agreed upon in principle, National Grid must provide a supported argument explaining why this is the best approach for reptile species and demonstrate how effective mitigation will be achievable in all instances	The Ground Level Tree Assessments (GLTA), bat activity surveys and radio tracking survey results are presented in Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendices 8.9 to 8.11 (document reference 6.8.A9-6.8.A11) of the Environmental Statement (ES). Static detector surveys have been based on the potential habitat value of the site and the potential impact on bat features. Statistical analysis of the results of the static surveys has been undertaken and presented within Appendix 8.10: Bat Activity Report (document reference 6.8.A10). The results of these surveys has determined the locations of artificial bat flyways. The proposed locations of bat flyways have been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). As agreed with Natural England full bat tree surveys will be undertaken on any tree to be directly impacted pre-construction. This pre-construction survey requirement is		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		detailed within the Outline LEMP (document reference 7.4).				
9-2.1754	Request for information to justify why none of the seven locations for potential breeding bird surveys have been identified within the Tendring District (particularly between pylons TB13 and TB22), despite all trees within the draft Order Limits (DOL) being assessed for potential use by barn owls	Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 8.6: Reptile Report (document reference 6.8.A6) of the Environmental Statement (ES) detail the assessment method for reptile sites and provides justification for those subject to further survey. Reasonable Avoidance Measures for reptiles are proposed at all sites considered suitable for reptiles, not just the key reptile sites. The reptile mitigation measure are detailed within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).		X		
9-2.1755	The methodology outlined in the submitted report for Water Vole is supported. However, clarification is requested on the method used for determining the Water Vole habitat suitability of a watercourse, including habitat parameters and how the issue of dense vegetation was resolved to avoid significant survey constraints. A survey effort is advised for the Ardleigh Reservoir and surrounding area to confirm the presence or likely absence of Water Vole and to determine the extent of likely impacts	Breeding bird surveys have been targeted at areas of underground cable, where greater impacts are anticipated. Barn owl have been considered separately, and surveys for either confirmed barn owl nests/roosts or suitability for barn owl have been undertaken across all trees within the Order Limits. The results of these barn owl surveys are included within Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically Appendix 8.7: Breeding Bird Report (document reference 6.8.A7) of the Environmental Statement (ES)		X		
9-2.1756	Surveys are ongoing to identify all badger setts within 30 m of the draft Order Limits (DOL). The	Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 8.13: Otter and Water Vole Report (document reference 6.8.A13) of the		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	mitigation hierarchy should be implemented to reduce the impacts on Badgers and their setts	Environmental Statement (ES) detail the assessment method for water vole suitability and provide details on any limitations to the presence/absence surveys such as dense vegetation. Full updated water vole surveys will be undertaken on impacted watercourse pre-construction to inform the future water vole licence. The requirement for further pre-construction surveys is detailed within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-2.1757	Suggest that once the design is fixed, an Arboricultural Method Statement (AMS) and accompanying Tree Protection Plan (TPP) will be required to ensure retained trees are suitably protected throughout the course of the development	Details of the design will be confirmed during the detailed design stage, after submission of the Development Consent Order (DCO) application. Environmental Statement (ES) Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) recommends an Arboricultural Method Statement and Tree Protection Plan are produced. National Grid has committed to preparing an Arboricultural Method Statement (as referenced in the Outline Code of Construction Practice (document reference 7.2). Section 7.3 of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) refers to a Tree Protection Plan in accordance with clause 5.5 of BS 5837:2012.		X		
9-2.1758	In relation to Chapter 4 of the PEIR (Preliminary Environmental Information Report), it is acknowledged the vegetation clearance required for underground cabling for standard open-cut installation, a 120 m wide swathe of vegetation will	The Environmental Statement (ES) Chapter 4: Project Description (document reference 6.4) provides a description of the Project, including vegetation removal requirements. Further details on vegetation removal and reinstatement are provided in the Outline Landscape		X		

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	be removed, with up to 50 m of vegetation on either side potentially affected during construction, the total impact corridor will be 220 m wide Support that soil will not be stored over hedgerows, and hedgerows will be replanted post-construction. It is acknowledged for trenchless installation, a permanent easement of ~180 m wide will be required, along with a construction corridor 200 m wide (the impacts will vary depending on the different activities involved)	and Ecological Management Plan (LEMP) (document reference 7.4). Vegetation has been avoided where possible and will be retained as far as is practicable. Ecological and landscape and visual impacts and mitigation are reported in ES Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 13: Landscape and Visual (document reference 6.13). An Arboricultural Impact Assessment (AIA) is provided in ES Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6). The Trees and Hedgerows to be Removed and or Managed Plans (document reference 2.16) show details on impacts to trees and hedgerows.				
9-2.1759	Chapter 8 of the Preliminary Environmental Information Report (PEIR) states the planned surveys for habitats, European Protected Species, and protected species that are due to take place in 2024: Habitats (including Phase 1, UK Habitat Classification, River Condition Assessment, Hedgerow Regulations Assessments and National Vegetation Classification (NVC) surveys), Terrestrial invertebrates, Aquatic ecology, Reptiles, Breeding birds (including Barn Owl assessment), Wintering birds, Bat, Badger, Hazel dormouse and Otter and water vole. The results of these surveys are awaited and will need to inform the mitigation hierarchy and support	A range of protected species and other ecological surveys have been undertaken across the Order Limits and the results are outlined in Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority as relevant.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	the Statement of Common Ground with the Local Planning Authorities (LPAs). Surveys for Priority species that are likely to be present and affected may be needed. This is necessary for the LPAs and the Secretary of State to demonstrate their strengthened biodiversity duty under section 40 of the Natural Environment and Rural Communities Act as amended					
9-2.1760	Chapter 8 of the Preliminary Environmental Information Report (PEIR), paragraph 8.5.21-30 states the commitment to delivering a minimum of 10% Biodiversity Net Gain (BNG) for area habitats, hedgerows, and watercourses. The biodiversity unit calculations will be made using the Statutory Biodiversity Metric and by adhering to all trading rules. However, it is noted that the project currently indicates a -6% BNG for area habitat units, it is expected that the mandatory 10% BNG will be achieved through off-site measures. Suggest The Biodiversity Gain Hierarchy should be applied where possible and to meet the aspiration of National Policy Statement (NPS) EN-5, the long-term maintenance and aftercare of mitigation planting will need to be for appropriate timescales to deliver the promised BNG condition and to secure the integrity and benefit of these schemes. Request details of the	National Grid is committed to delivering 10% Biodiversity Net Gain (BNG) with environmental and societal benefits for the project. The BNG mitigation hierarchy has been applied, with in situ replacement planting and then onsite habitat creation and enhancement at Environmental Areas proposed. 30 years of management and monitoring of the Environmental Areas have been committed to within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Biodiversity Net Gain Report (document reference 7.1). However due to the scale of the project and associated large habitat baseline value, it will not be possible to deliver all biodiversity units needed to hit the target 10% net gain on-site and therefore National Grid are seeking agreements with third parties at registered off-site locations. National Grid is open to all off-site options with registered BNG providers, and open to discussing potential off-site BNG with any interested parties.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	10% Environmental Net Gain (ENG) should also be provided to meet the requirements set by Ofgem					
9-2.1761	Request all non-significant effects on Priority species and habitats will need to be identified in the Environmental Statement to ensure all the Local Planning Authorities (LPAs) and Secretary of State can demonstrate their strengthened Section 40 biodiversity duty under the NERC Act 2006 (as amended). Request as 'Notable' has a very specific definition which does not match the status of Priority species (aka Species of Principal Importance), any use of 'notable species' needs to be clarified in the glossary to mitigate confusion	Both significant and non-significant effects on priority habitat and species are outlined in Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES). The term notable has been defined within the glossary and used to describe species of Conservation Concern as listed under S41 of the Natural Environment and Rural Communities Act 2006 (NERC Act).		X		
9-2.1762	Within the Preliminary Environmental Information Report (PEIR) paragraph 4.8.39-40 it is assumed that hedgerow regulations will result in each hedgerow being assessed to determine if they meet heritage protection criteria. For hedgerows that do meet these criteria, the width of the clearance would be reduced, or directional drilling would be considered	A full Hedgerow Regulations Assessment has been undertaken at hedgerows subject to the greatest impact, to determine whether they hit the classification of important on ecology grounds. Full hedgerow condition assessments, in line with Biodiversity Net Gain (BNG) guidelines, have been carried out on all hedgerows within the Order Limits. Impacts to all hedgerows, but specifically those of greatest value, have been minimised as much as practicable during the design process.		X		

South Norfolk feedback

South Norfolk feedback (Statutory Consultation)

Table 9-3 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
9-3.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.2	Concern that the Project will have a negative impact on agricultural livestock (e.g. type of livestock)	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: '*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.*'	X		X	
9-3.3	Concern that land used for haul roads at Bunwell will no longer drain naturally (in relation to impact on farming)	The impacts of haul roads on the land drainage regime are assessed in the Flood Risk Assessment (FRA) (document reference 7.9) that has been prepared and submitted as part of the DCO application. The FRA concludes no likely significant effects given the controls	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and mitigation measures that would be put in place. Should consent be granted for the Project, drainage surveys would be carried out in advance of construction works and would include on-site assessments and engagement with affected landowners. Existing drainage systems would be avoided where reasonably practicable and where not possible, systems would be rerouted, or temporary drainage would be installed for the construction period and full reinstatement undertaken on completion of construction activities. Haul roads would be served by Sustainable Drainage Systems to manage the runoff generated from them. The measures are secured through commitments in the Outline Code of Construction Practice (document reference 7.2).				
9-3.4	Concern about the impact of Pylons RG44, RG45, RG46, RG49 and RG50 on farming and game shooting (e.g. impact on business)	National Grid notes the respondent's concern and has considered these effects when developing and then modifying the alignment and pylon positions in this area. As a consequence of other factors, a slight realignment of the Project has occurred that sees pylons RG49 and RG50 move slightly but it is judged that these don't address the change requested. As per the Scoping Opinion (document reference 6.20), the impacts on agricultural operations were considered to be limited during the operational phase of the Project as any maintenance or repair works required which would result in disturbance to agricultural operations would be undertaken in accordance with standard practice. Disturbance to agricultural operations during			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the construction phase are assessed in full in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES). The financial effects on individual businesses are being addressed through separate discussions/negotiations which lie outside the scope of the ES (as agreed in the Scoping Opinion (document reference 6.20)). Therefore, the financial effects on individual businesses have not been assessed in the ES.				
Airfields						
9-3.5	Concern about the impact of the Project on Tibenham Airfield / Suggestion that the Project is routed away from Tibenham Airfield (e.g. Pylons RG45 to RG65)	National Grid has appointed an independent aviation consultancy which has engaged with Tibenham Airfield (with National Grid also present) to inform their impact assessment. Following consultation with the operators, it has been assessed that, with the Project as currently proposed, operations (including gliding) can continue at the airfield. We are continuing to engage with the operator to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.6.	Concern about the impact of the Project on Old Buckenham Airfield / Suggestion that the Project is routed away from Old Buckenham Airfield (e.g. given that the restricted area at Old Buckenham restricts the height of buildings / equipment in this location to 15m)	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Old Buckenham Airfield and Priory Farm Airfield. As a Civil Aviation Authority (CAA) licensed airfield it has a defined safeguarding area within which all proposed developments within 13 nautical miles (24 km) and above 15 metres in height are subject to consultation with the airfield. Following discussion and further assessment it has been determined that the airfield can continue to operate based on the Project design as per the proposed alignment. The overhead line will not breach the obstacle clearance surface limits required under its CAA aerodrome licence nor have any other operational impacts on the airfield. We will continue to engage with nearby airfields and associated stakeholders – such as the CAA and the Ministry of Defence, as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).			X	
9-3.7	Concern about the impact of the Project on Priory Farm Airfield / Suggestion that the Project is routed away from Priory Farm Airfield	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Priory Farm Airfield. Following discussion and further assessment it has been determined, with the	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project as currently proposed, that the airfield can continue to operate. We are continuing to engage with the operator to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-3.8	Concern about the impact of the Project on Long Stratton Airfield / Suggestion that the Project is routed away from Long Stratton Airfield	Discussions have taken place with the owner of Long Stratton Airfield who has indicated that due to length of separation between the airfield and the Project there would be no operational impact as a result of the Project and therefore no changes have been made to the alignment. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).	X		X	
9-3.9	Concern about the impact of the Project on Horham Airfield	The respondent's concern is noted but Horham Airfield is located approximately 11 km to the east of the alignment. Flight operations would not be impacted by the Project. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-3.10	Concern about the impact of the Project on Norfolk Gliding Club (also known as Tibenham Gliding Club)	National Grid has appointed an independent aviation consultancy which has engaged with Tibenham Airfield (also known as Norfolk Gliding Club, with National Grid also present) to inform their impact assessment. Following consultation with the operator it is assessed that, with the Project as currently proposed, operations (including gliding) can continue at the airfield. We are continuing to engage with the operator to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).			X	
9-3.11	Concern about impact of the Project on Tacolneston Model Aircraft Flying Club / South Norfolk Model Flying Club / Suggest that the Project is routed away from Tacolneston Model Aircraft Flying Club / South Norfolk Model Flying Club (e.g. Pylons RG33 to RG36)	National Grid has considered this feedback in combination with feedback from residential property occupants and feedback about positioning pylons to field boundaries where possible. National Grid has appointed an independent aviation consultancy who has tried to engage with South Norfolk Model Air Flying Club and the British Model Flying Association but have received no official response. Following further assessment, it has			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		been determined that the club can continue to operate based on the proposed Project design which has moved the proposed overhead line further to the west between RG28 and RG39. This move increases separation from within the field to the overhead line to exceed the 150 m away from residential, recreational, commercial and industrial sites as per the Civil Aviation Authorities (CAA) Drone and Model Aircraft Code (CAP2320). National Grid will continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-3.12	Criticism that the advice provided to National Grid regarding the impact of the Project on Tibenham Airfield does not recognise the full nature and complexity of the aviation activities at the airfield and will impact safety of aircraft using the east/west runway	National Grid has appointed an independent aviation consultancy who have developed an assessment methodology to enable site-specific impact assessment for aerodromes potentially impacted by the Project. This bespoke appraisal considers a range of factors including (but not limited to) aircraft types, performance, flight paths and operational procedures at each aerodrome (determined from published information, and via consultation with operators and relevant aviation stakeholders) as well as runway length, orientation and distance from the overhead line, and the surrounding context in terms of topography, existing obstacles and neighbouring aerodromes.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		In relation to Tibenham Airfield, it is assessed that overhead line overflight clearance margins for straight ahead take-offs (including for aerotows) and glider or powered aircraft approaches are adequate and that current circuits can continue to be used. Engagement with the operator is ongoing to confirm the acceptability of the Project and support their consideration of reasonable changes to operational procedures. We are also continuing to engage with other aviation stakeholders, including the British Gliding Association (BGA), to discuss our assessment assumptions and findings. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-3.13	Suggest that the Project (overhead lines) should be at least 5 km away from Tibenham Airfield (e.g. due to the need to transit over the Priory Farm circuit pattern) (plan provided by respondent)	National Grid, along with its appointed independent aviation consultancy, has consulted with the owners and operators of both Tibenham and Priory Farm airfields to inform its assessment of potential impacts on aviation from the Project. We recognise the existence of set flight procedures established to avoid potential interactions between the two airfields resulting from their proximity. These factors have been considered, with other variables, within the impact assessments, and we assess that the overhead line would not impact current procedures at either airfield. We are continuing to		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		engage with the owners and operators to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
Community / Social impact						
9-3.14	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.15	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments. ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered during the construction phase to reduce, where practicable, disruption to education establishments. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The assessment concludes that there would be no significant effects on education facilities within the study area as a result of the construction and operation of the Project.	X		X	
9-3.16	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on leisure and tourism. As part of this assessment, a range of measures have been considered throughout the construction phase of the	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
9-3.17	Concern about over development of area / other works in the area (e.g. cumulative impact)	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The cumulative effects assessment has considered the effects of the Project in conjunction with other existing and, or approved developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. The cumulative assessment has been undertaken in accordance with the overarching NPS for Energy (EN-1) Paragraph 4.1.5 in EN-1 states: *'In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce,*	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		mitigate or compensate for any adverse impacts, following the mitigation hierarchy'. Paragraph 4.2.12 in EN-1 states: '*The cumulative impacts of multiple developments with residual impacts should also be considered*.' Paragraph 4.3.3 in EN-1 states: '*The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects'*. Paragraph 4.3.19 of EN-1 states: '*The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place*'. Paragraph 4.4.5 in EN-1 states: '*The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate*.' The long list and short list of other existing and, or approved developments considered for the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Cumulative Effects Assessment is presented in ES Appendix 17.2: Long List and Short List of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in ES Chapter 17: Cumulative Effects (document reference 6.17). The detailed assessment of shortlisted other developments is presented in ES Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3). ES Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3) outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economic, recreation and tourism impacts).				
9-3.18	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision-making process. We will continue to review planning applications and engage with developers as necessary.				
9-3.19	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) identifies any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.20	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: '*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*.' Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.	X		X	
9-3.21	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service.	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) and ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) consider the potential	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from ES Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures will be in place to reduce impacts. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures is presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.				
9-3.22	Concern about negative impact on Quiet Lane(s).	Quiet lanes (minor rural roads/lanes designated to pay special attention to the needs of walkers, cyclists, runners, horse riders and other vulnerable road users, providing a shared space with protection from speeding traffic) have been given consideration as part of the Landscape and Visual Impact Assessment (LVIA) which is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), and undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out the potential landscape and visual effects, including consideration of visual amenity of people travelling along quiet lanes and also impacts on landscape character which may for	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		example be influenced by vegetation loss along quiet lanes during construction.				
9-3.23	Concern that the Project cuts across the emergency access route (Low Common) to equestrian business (as lanes are small, there is no viable alternative) and suggest that this route cannot be obstructed for any time, given the large number of horses owned by the business and requirement for 24/7 access for emergency response (e.g. in the event of a fire, the emergency response should not be delayed)	It is not envisaged that Low Common would need to be closed, however the proposed approach for road closures and management is set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). It is anticipated that roads would only be closed where this is required for safe working. Temporary closures may be required for works including the construction of bellmouth junctions, highway mitigation, installation of buried cabling, and stringing of overhead lines / netting. If no suitable existing alternative access provision is available, temporary alternative access would be provided. Further information is included within the Outline CTMP (document reference 7.3) submitted as part of the Development Consent Order (DCO) application.			X	
9-3.24	Criticism that Pylons RG21 and RG22 will be right outside respondent's tenants window (e.g. impacting tenants during construction and once the Project is in place)	National Grid has considered the respondent's feedback and has reviewed a number of alternative alignments in this location. Alternatives to the north would impact more woodland and would also increase the impact on a proposed solar farm development, alternatives would also be longer and require additional angle pylons and would be therefore less consistent with the Holford Rules. We are therefore not proposing a change to the alignment in this location. A summary of the Holford Rules is provided within Appendix I22 of this report. Mitigation and management measures for the impacts associated with the Project during the construction			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		phase are set out in the Outline Code of Construction Practice (document reference 7.2).				
9-3.25	Concern that the battery storage facility at Swardston was raised by significant metres with hundreds / thousands of tonnes of sand, meaning that when it rains, torrents of water run off the site along with sand onto the road which is very dangerous, and has caused numerous problems with cars, motorcycles and cyclists / Request for clarification on why the site has been raised.	Our proposals are for Norwich to Tilbury, an overhead line between substations at Norwich Main and Tilbury. While we do work with other developers, we are not responsible for decisions over specific construction aspects of their projects and therefore cannot comment on the points raised in the feedback.			X	
9-3.26	Criticism of National Grid's lack of transparency in relation to local benefits / Suggest that National Grid commits to Community Wealth Compensation repayments to Norfolk for residents to decide how best to use the funding (taking into account the disruption caused both during and after construction)	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socioeconomic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be			X	

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		delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-3.27	Criticism that local residents will have to pay for damage done to roads as a result of increased construction traffic as part of the Project	While all precautions and preparations are made to avoid damage to existing infrastructure, any accidental damage to road surfaces caused would in consultation with local highway authorities if deemed appropriate be reinstated by National Grid.			X	
9-3.28	Support the change to the Project which has moved the pylons out of respondent's direct line of vision, and into a position by which they are now somewhat screened by woodlands / Concern that these changes will be reverted	National Grid notes the respondent's feedback and can confirm that the change requested for RG43 and RG44 at the 2023 non-statutory consultation has not been reverted following feedback from the statutory consultation and therefore the alignment has not changed in this location. The Order Limits include Limits of Deviation (LoD) which represent the maximum deviation for permanent features, such as the overhead line, pylons, Cable Sealing End (CSE) compounds, new substations and underground cables. This allows for adjustment to the final positioning of Project features to avoid localised constraints or unknown or unforeseeable issues that may arise.			X	
9-3.29	Concern about the impact of Pylons RG79 and RG80 on footpaths, residents, and wildlife	A range of protected species and other ecological surveys have been undertaken around pylons RG79-			X	

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		RG80, and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). Appropriate mitigation would be implemented where impacts on specific ecological receptors are identified, relevant to RG79 and RG80, as set out within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) agreed with Natural England and the Local Planning Authority as relevant. Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the ES covers the potential effects on Public Rights of Way (PRoW), including footpaths, from the Project. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted as part of the Development Consent Order (DCO) application, which details the proposed management of PRoW during construction. A landscape and visual impact assessment (LVIA) has also been undertaken as part of the EIA and reported in ES Chapter 13: Landscape and Visual (application document 6.13). The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people in communities and using public rights of way). Chapter 13 is supported by ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This appendix sets out the assessment for visual receptor areas including A9				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Shelfanger and A10 Burston which are relevant to this feedback.				
Construction impacts						
9-3.30	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (WSI) (document reference 7.5).	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.31	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The Outline CTMP (document reference 7.3) provides details about the proposed construction access strategy that has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors, using a combination of more suitable Local Road Network connections from the Strategic Road Network, and temporary haul roads for access along the proposed alignment. The Outline CTMP (document reference 7.3) highlight any measures to reduce impacts to other road users from construction traffic related to the Project. Environmental Statement (ES) Chapter 16: Traffic and Transport (Document Reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (Document Reference 7.11), submitted with the Development Consent Order (DCO)	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts.				
9-3.32	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise, and vibration impacts from construction activities and increased road traffic and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours,	X	X	X	

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		construction traffic would be managed through the Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP (document reference 7.2)) for high-risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP (document reference 7.2) sets out the required mitigation measures and environmental commitments that will be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.33	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	The Construction Access Strategy has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors, using a combination of more suitable Local Road Network connections from the Strategic Road Network, and temporary haul roads for access along the alignment. Further details of the Construction Routing Strategy are included within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the Local Highway Authorities and National Highways. An AIL routing strategy containing details about these movements are submitted in support of the Development Consent Order (DCO) application.	X		X	
9-3.34	Criticism that the battery plant in Swardeston caused catastrophic flooding on a regular basis and devastated wildlife / Concern that the Project will also cause catastrophic flooding and devastate wildlife at Swardeston	National Grid has prepared a Flood Risk Assessment (FRA) (document reference 7.9) for the Project. The FRA concludes that the proposed works and their mitigation measures will not result in increased flood risk to land neighbouring the Order Limits, including at Swardeston. A suite of controls is secured through the Outline Code of Construction Practice (CoCP) (document reference 7.2) to prevent any increases in flooding in the locality.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		In addition, an assessment of the impact of the Project on biodiversity is set out in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference (6.8). This chapter includes details about the level of impact and the mitigation proposed in relation to the Project and includes the area 1.2km to the east of Swardeston which is part of the Order Limits. Habitat impacts will predominantly be temporary and will be subject to a like for like replacement planting strategy on completion of works. Additional habitat creation and enhancement works are proposed around Norwich Main Substation as part of Biodiversity Net Gain (BNG) which will have longer term benefits to wildlife in the local area.				
9-3.35	Request that drivers for the Project are briefed on the correct action when meeting or passing horses and request that all construction workers for the Project are briefed on how to act around horses	All construction traffic serving the Project will be briefed with a driver information pack which will include the correct actions when meeting horses and how to behave around horses.			X	
9-3.36	Concern that construction activities on Brick Kiln Lane as part of the Project will damage the ditches along the lane, causing flooding to nearby houses	The impacts of the Project on land drainage and flooding are assessed within Chapter 12: Hydrology, Land Drainage and Flood Risk, of the Environmental Statement (ES) (document reference 6.12).Where the Project's construction disturbs ditches, such as those along Brick Kiln Lane, and other means of land drainage, alternative means of land drainage would be put in place to ensure that there is no increase in flood risk to neighbouring properties and infrastructure. This is secured through a commitment documented in the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Outline Code of Construction Practice (CoCP) (document reference 7.2).				
9-3.37	Concern that construction for the Project will cause water pollution in the Tas River Valley (e.g. the water that flows to the Aslacton Site of Special Scientific Interest (SSSI))	The potential for construction of the Project to affect the water quality of water environment receptors in the Tas River valley has been assessed within the Environmental Statement (ES), Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and a suite of control and management measures have been identified to prevent pollution and safeguard water quality. These are documented in the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the principles founding these measures have been discussed and agreed with the Environment Agency and Lead Local Flood Authorities.	X		X	
9-3.38	Concern about the crossing of heavy goods vehicles for the Project across the public road between Pylons RG45 and RG46 (e.g. as this road is the main access road into and out of the Low Common community, and any closure of this road will be problematic for residents, especially during exceptionally wet weather, when all other routes to and from Low Common can be made impassable because of the presence of forded bridges and flood water)	It is not envisaged that Low Common would need to be closed, however the proposed approach for road closures and management is set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). It is anticipated that roads would only be closed where this is required for safe working. Temporary closures may be required for works including the construction of bellmouth junctions, highway mitigation, installation of buried cabling, and stringing of overhead lines / netting. If no suitable existing alternative access provision is available, temporary alternative access would be provided, such that there would be a route available when other routes may be impassable due to flooding. Further information is included within the Outline CTMP (document	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 7.3) submitted as part of the Development Consent Order (DCO) application.				
9-3.39	Criticism that the access point from Fen Road is not adequate for the type of traffic associated with the Project (e.g. this will impact the respondent significantly due to lack of alternative routes)	National Grid notes the respondent's feedback. The access route shown on Fen Road is for future surveys and maintenance if required and will not be used for construction. We are not proposing to construct anything for this permanent access route, existing tracks and roads are being used where possible. Therefore, no impacts to traffic on the road is anticipated in relation to the Project.			X	
9-3.40	Request that the 7.5 tonne vehicle restriction on the lanes and roads that join Brick Hill Lane is adhered to by construction vehicles for the Project, and request that National Grid ensures that staff / construction workers for the Project adhere to the speed limit on Brick Hill Lane (e.g. to minimise safety risks given the anticipated increase of traffic for the Project)	Should consent be granted for the Project, construction vehicles would be required to adhere to any traffic laws and relevant restrictions. The proposed approach for management of construction traffic is set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which will be a certified document under the Development Consent Order (DCO) if made, requiring compliance with the Outline CTMP's (document reference 7.3) contents. Further information is included within the Outline CTMP (document reference 7.3) submitted as part of the DCO application.			X	
Consultation						
9-3.41	Comment supportive of engagement that has taken place / respondent feels listened to	National Grid notes the respondent's feedback.			X	
9-3.42	Comment supportive of the Project in this section	National Grid notes the respondent's feedback.			X	
9-3.43	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	X		X	

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9-3.44	Criticism of the consultation as land has already been cordoned off, a converter station is already being built, and entrances to fields are being created	National Grid has not started any construction activity for Norwich to Tilbury and will not start to do so until we receive Development Consent. There are several other projects in East Anglia that have started construction work that may be responsible for the laying of the permanent concrete entrances to fields. National Grid has also started work at Norwich Main Substation. The work taking place there is not linked to the Project and is needed to connect new sources of offshore wind from the Sheringham Shoal and Dudgeon offshore wind farms.			X	
9-3.45	Criticism that 4.5.7 of the Corridor Preliminary Routeing and Substation Siting study (CPRSS) undervalues the landscape of South Norfolk	National Grid has considered the basis for utilising underground cable in the context of the relevant policy which is National Policy Statement (NPS) EN-5. In respect of this area although the landscape may be considered to be of greater value, it is not designated. The presumption in NPS EN-5 in such undesignated locations is that overhead line is generally acceptable as the 400 kV connection technology. We have also considered whether the effects are nonetheless sufficient to engage other parts of NPS EN-5 to support a change to use underground cable. We consider this to be consistent with National Grid's duties.			X	
9-3.46	Criticism that 4.5.7 of the Corridor Preliminary Routeing and Substation Siting study (CPRSS) does not include the equally sensitive Waveney Rural River Valley.	National Grid has considered the basis for utilising underground cable in the context of the relevant policy which is (National Policy Statement (NPS) EN-5. In respect of this area although the landscape of the Waveney Valley is valued, it is not designated. The presumption in NPS EN-5 in such undesignated			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		locations is that overhead line is generally acceptable as the 400 kV connection technology. We have also considered whether the effects are nonetheless sufficient to engage other parts of NPS EN-5 to support a change to use underground cable. We consider this to be consistent with National Grid's duties.				
9-3.47	Criticism that the local planning guidelines published by South Norfolk and Broadland District Councils have not been considered by National Grid	National Grid notes this feedback. While the application for development consent will be considered by the Secretary of State primarily against the policies in the relevant National Policy Statement (NPS) EN-1 and EN-5, the Secretary of State must also take Development Plans into consideration if they are '*both important and relevant to the Secretary of State's decision'* (Section 104 of the Planning Act 2008). Accordingly, National Grid has taken into consideration the relevant development plans (both adopted and emerging) which have been prepared by all of the Local Planning Authorities along the route of the Project. Further details are provided in the Planning Statement (document reference 5.6) and Policy Compliance Document (document reference 5.7) which has been submitted as part of the Development Consent Order (DCO) Application.			X	
9-3.48	Criticism that National Grid has not finished consulting and yet have already impacted the area of the Norwich Main substation, resulting in visual impact and daily flooding of the B1113 whenever there is rain	Work for the Project has not started yet. There is currently some work taking place at National Grid's Norwich Main Substation to increase its capacity. Work to the eastern extension of the site started in April 2024 and started on the western extension in October 2024. While the Project would, if consented, connect into			X	

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		Norwich Main Substation, the work taking place there is not linked to our proposals for the Project and is needed to connect new sources of offshore wind from the Sheringham Shoal and Dudgeon offshore wind farms.				
9-3.49	Criticism that National Grid has built the substation on the outskirts of Mulbarton before consultation is even complete	Work for the Project has not started yet. There is currently some work taking place at National Grid's Norwich Main Substation to increase its capacity. Work to the eastern extension of the site started in April 2024 and started on the western extension in October 2024. While the Project would, if consented, connect into Norwich Main Substation, the work taking place there is not linked to our proposals for the Project and is needed to connect new sources of offshore wind from the Sheringham Shoal and Dudgeon offshore wind farms.			X	
9-3.50	Suggest that the Project is considered in the context of all the other power related developments that have been agreed or are envisaged for South Norfolk, and in particular which relate to the area within a radius of 5 miles from Norwich Main Substation	National Grid has taken into account other developments within a defined 3 km distance from the Project. The cumulative effects arising from these developments are reported in the Cumulative Effects Assessment (CEA) Chapter of the Environmental Statement (ES) Chapter 17: Cumulative Effects Assessment (document reference 6.17).			X	
9-3.51	Suggest that National Grid visits Bressingham Gardens	National Grid notes the respondent's feedback. We have visited many parts of the proposed route throughout the design process, including Bressingham Gardens.			X	
9-3.52	Criticism that consultation notices for the Project had been inadequately stapled to wooden posts in Gislingham Road adjacent to the access track to farm and have resultingly been littered across the	At the statutory consultation stage of a Project, National Grid needs to ensure that landowners / persons with an interest in a piece of land are aware of the consultation and can give feedback on the proposals.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Mellis Common, and request that the wooden posts on Gislingham Road should be removed	As part of this, National Grid is required to put up notices in areas of unregistered land and then monitor them for the duration of the consultation period. Due to the fact these notices need to stay in place for several months they are made using waterproof materials. Also, where surveys are taking place and voluntary agreement to take access has not been reached, access notices would also be installed on site advising landowners that notice has been served, and that access would be taken from a particular date. While notices are in place, they would be checked periodically, and once notices are no longer required, they would be collected from the site and disposed of appropriately. If a member of the public has concerns that a notice is no longer attached to its original location, then please make contact with the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-3.53	Criticism that the Diss and District Neighbourhood Plan (DDNP) has not been considered (including the views, green spaces and heritage assets included within the plan)	The Diss and District Neighbourhood Plan was adopted by South Norfolk Council and Mid-Suffolk District Council on 16 October 2023.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Neighbourhood Plan now forms part of the statutory Development Plan for both South Norfolk Council and Mid-Suffolk District Council areas and accordingly has been subject to a review in the Planning Statement (document reference 5.6) and the Policy Compliance Document (document reference 5.7).				
9-3.54	Suggest that National Grid provides 3D visuals for the Waveney Valley Alternative (underground option)	The 3D visualisation tool which was available to be viewed at the statutory consultation public information events included a toggle for the Waveney Valley section which removed the overhead line aspect from the tool for this section providing landscape visuals in the absence of overhead lines.			X	
9-3.55	Suggest that National Grid considers Natural England's National Character Area Profile, 'South Norfolk and High Suffolk Claylands' (2014) (e.g. in relation to impact on environment and views)	The South Norfolk and High Suffolk Character Area (NCA83, Natural England, 2014) has been referenced in the landscape baseline studies and considered as part of the assessment of effects on the landscape. These can be found in the Landscape and Visual Impact Assessment (LVIA) presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects as well as any mitigation measures where required.			X	
9-3.56	Concern that the haul road proposed by National Grid conflicts with two consented developments, Sheringham Shoal and Dudgeon Wind Farm Extension Projects (plan provided by respondent)	Some crossing of the underground cables by the construction access is unavoidable. However, appropriate arrangements can be established to allow the various projects to co-exist.			X	

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9-3.57	Concern that Royden Fen Country Wildlife Site (CWS) has been incorrectly identified within consultation documents for the Project as being located within Suffolk and its designation has also been missed out from several sections including Annex B and Figure 8 of the reptile report	The location of Roydon Fen County Wildlife Site (CWS) is identified within Chapter 8: Ecology and Biodiversity (document reference 6.8) Appendix 8.16: Designated Sites report. Roydon Fen CWS is purposely missing from Figure 8. Figure 8 of the reptile report only identifies designated sites where reptiles have specifically been identified within the citation as a designating feature.		X		
9-3.58	Suggest that an illustration showing expected vegetation clearance requirements of the Waveney Valley Alternative should be provided for clarity within the Environmental Statement (ES) to supplement those provided for overhead lines and haul road vegetation clearance. The extent of vegetation loss needs to be clearly identified	The Project being taken forward in the Development Consent Order (DCO) application, is for an overhead line at the Waveney Valley, not the Waveney Valley Alternative. A review of potential vegetation clearance as a result of the construction and operation of the Project has been undertaken to identify relevant mitigation, with further details outlined in ES Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). Further information showing the affected vegetation can be found in the Trees and Hedgerows to be Removed and or Managed Plans (document reference 2.16). The Outline Code of Construction Practice (CoCP) (document reference 7.2) includes a commitment that following detailed design and prior to construction all vegetation will be subject to a full tree / vegetation survey and site-specific assessment where vegetation removal may be reduced further. The Environmental		X		

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		Statement (ES) (document reference Volume 6: Environmental Statement) therefore presents a worst case scenario for the purpose of the assessment. The Outline CoCP (document reference 7.2) has been produced in consultation with relevant stakeholders.				
9-3.59	Suggest amendments to Construction Access plans (sheets 1, 3 and 8) provided by respondent	Sheet 1 – We have tracked access from the A140 onto Mangreen and have found additional widening of the junction is not required. Sheet 3 – Hethal Roundabout has been shown as hatched and noted to identify its location. The proposed Traffic Regulation Order schedule sets out a closure of Wymondham Road with a diversion along Flordon Road and the B1113. Sheet 8 – It has been agreed with Norfolk County Council that a proportion of construction traffic would pass through the Town of Diss as well as along the A1066 to Thetford/Low Road. Diss-Thetford - in peak 100% of peak flows will go through Thetford, 50% of off peak flows between the hours of 10-3 will go through Diss and the other 50% will go through Thetford. All 100% of LGVs flow will still go through Diss.			X	
Design Change (CR)						

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.60	Oppose the use of underground cables (please provide location in details sheet)	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the statutory consultation, targeted consultations, and landowner consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that '*the government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project has incorporated suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.61	Suggest a minimum distance that the Project should be sited from residential areas / residences (please provide distance in details sheet)	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Appendix I22 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we have modified the alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties or other receptors. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). This assesses the impact of the Project and identifies the need for additional mitigation if required.			X	
9-3.62	Suggest that existing overhead lines in this section should be removed	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.				
9-3.63	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with NPS EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.				
9-3.64	Suggest that the existing overhead lines in this section are reinforced / upgraded instead	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations would be required to accommodate the changing demands on the network.			X	
9-3.65	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the Environmental Statement (ES). In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual amenity. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.				
9-3.66	Suggest that the Project should run in closer to / parallel to the existing overhead lines	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) presents very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.				
9-3.67	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25).A Landscape and Visual Impact				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.68	Suggest that underground cables are used in populated / residential areas	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25).A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at all populated or residential areas in this section would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-3.69	Suggest alternative pylon design at the Waveney Valley (pylon type not specified)	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.70	Suggest that the Project between Pylons RG94 and RG95 are relocated as per the 2023 non-statutory alignment (e.g. to mitigate visual impact, impact on residents, and overdevelopment of the area)	National Grid proposed the change to the 2023 preferred draft alignment as it was required due to the presence of Brook airstrip and solar farm developments. Further assessment on the potential impact of the Project on this airstrip has identified a need to move the alignment further east between RG95 and RG102 (now RG94 and RG102). This change also enables the Project to follow the alignment of the existing 132 kV overhead line for a longer distance, which is then proposed to be installed underground to the north of the A143.			X	X
9-3.71	Suggest that Project follows railway lines in this section instead / Suggest that overhead lines for rail are upgraded instead	In developing the Project National Grid has considered the potential to parallel existing transport infrastructure (which is close to the existing 400 kV overhead line for part of this area) and consider them to be less preferred alternatives. Numerous properties (residential and commercial such as on Greenways), constraints and environmental features are present in close proximity to existing infrastructure and would be more adversely affected by close paralleling. Alternatively, if such an alternative was pursued the costs to avoid such effects (multiple direction changes for crossings of the existing overhead line or other infrastructure) would be much greater with additional limitations on the ability to achieve the necessary outages (to undertake the works safely) within the time available, and therefore no change is proposed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.72	Suggest that the overhead line proposal is taken forward, and that the pylons as part of this are designed like the Angel of the North and branded as the Waveney Valley Angels	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project. National Grid does not consider that the inclusion of an alternative pylon design (such as one that looks like the Angel of the North) would further mitigate landscape and visual effects.				
9-3.73	Suggest that Pylon RG60 is relocated further into the Haywood	National Grid has reviewed the alignment in this area, including the location of RG60. Moving the alignment further east in this area would introduce impacts to Priory and Tibenham airfields as well as transferring effects to other receptors including an electrically sensitive facility. We are therefore not proposing a change to the alignment in this area.			X	
9-3.74	Suggest that the underground cables are extended south to the A143	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the underground cable south to the A143 raised in the respondent's			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making				

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		guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-3.75	Suggest the use of underground cables at Wortham Ling (e.g. using trenchless, directional methods)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25).A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Wortham Ling would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-3.76	Suggest that the Project uses underground cables from Pylon RG34 to RG38 to mitigate impact on the Tas Valley	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25).A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at RG34 to RG38 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-3.77	Suggest that the Project is rerouted to follow closer to the A140	Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road infrastructure such as the A140, there are constraints			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and features that mean that we do not consider paralleling would reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential properties, woodlands etc) present very substantial challenges to routeing and siting. As a result, whilst paralleling the A140 may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment. On this basis no change is proposed.				
9-3.79	Oppose the changes made to the Project (as part of the 2024 preferred draft alignment) between Pylon RG48 and Pylon RG49 due to impact on wildlife conservation programme, local nature reserve, and local footpath	National Grid is proposing a slight change to the alignment and haul road between RG46 and RG51 which would take the alignment to the west and avoid the County Wildlife site and veteran tree. National Grid has submitted an Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) which has been prepared in			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017.The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects. Specifically, ES Chapter 8: Ecology and Biodiversity (document reference 6.8) considers the effects on designations, habitats and species during construction and operation of the Project and ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and 16: Traffic and Transport (document reference 6.16) considers disruption to recreational assets such as Public Rights of Way (PRoW). An Outline Public Rights of Way Management Plan (document reference 7.6) has been submitted as part of the Development Consent Order (DCO) application.				
9-3.80	Suggest that if National Grid is to proceed with the Project, they build a canal in South Norfolk at the same time, with the Project running alongside (e.g. to provide the benefit of movement by water north to south)	National Grid has a statutory duty to develop and maintain energy infrastructure to ensure the reliable transmission of electricity in an efficient and economical way. Activities outside this scope, such as building canals generally fall outside of National Grids' remit. The National Policy Statement for Energy (EN-1) (Department for Energy Security and Net Zero, 2023), which sets out the UK Government's overarching policy relevant to the Project, states that where the mitigation of transport impacts is required, demand management measures should be considered first before considering			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts. EN-1 lists possible demand management measures including to '*re-mode by shifting travel to a sustainable mode that is more beneficial to the network*'. The Project has also investigated the potential use of the River Stour and the River Waveney but found that it would not be feasible to use either of these inland waterways to supply materials for the construction of the proposed works. The Project's findings are reported in the Multi-Mode Transport Note, appended to the Transport Assessment (document reference 7.11), published as part of the DCO submission. In addition, National Grid considers that building a canal alongside the Project in South Norfolk would not be a reasonable alternative to the current strategy for delivering materials for several reasons including: To allow construction materials to be transported by water over a longer distance, from seaports for example, the canal would need to connect to existing navigable inland waterways, which would require the construction of one or more connecting canals; the need for additional land take; the need to construct multiple bridges/crossings where the canal would cross existing roads, farm tracks, public rights of way or watercourses, which would potentially significantly increase the Project's construction costs and programme and increase disruption to users of the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		transport network; and building a canal would likely involve building a temporary haul road as well, to facilitate the construction of the canal, which would create more impacts compared to building just the temporary haul road as currently proposed.				
9-3.81	Suggest that if National Grid is to proceed with the Project, they build a walkway and cycleway in South Norfolk at the same time (e.g. to attract sponsorship from organisations)	National Grid does not directly design or build walkways or cycleways for community use as part of its operations however we are committed to supporting communities we work in and recognise the importance of infrastructure that benefits local residents. While we do not deliver these projects directly, we could contribute by enabling improvements that align with the needs and priorities of the communities affected by our work. This would potentially be considered through our community benefit scheme at a later stage, and not our application for development consent.			X	
9-3.82	Suggest that underground cables are used at Darrow Lane	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25).A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Darrow Lane would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES),				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-3.83	Suggest that the Project is routed on the east side of the A140 instead of the west side	The 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) included consideration of close parallel option to the east as well as alternative corridors further east. Neither were considered to be preferred for the reasons set out in the CPRSS at section 4.5. This decision making has been reviewed with findings set out in the 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15). Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Roads, such as the A140 potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling to the east or wider eastern routes will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. Several residential properties, as well as hamlets, villages and towns, are			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) presents very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure on its east side may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.				
9-3.84	Suggest that underground cables are used for the Diss area (e.g. where a recent Landscape Assessment Study commissioned by Norfolk and Suffolk County Councils has identified the importance of the River Waveney and quality of the local landscape)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of utilising underground cables for the Diss area raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-3.85	Suggest that underground cables as part of the Waveney Valley Alternative (the underground option) are extended along the western and northern edge of Diss by 4-6km to avoid impact on the local landscape, heritage and local communities in Diss, Roydon and Bressingham (underground Pylons RG75 to RG90 as shown on map 5 and 6) / Suggest that the Waveney Valley Alternative (underground option) should be extended to include Diss and Roydon (e.g. to mitigate visual impact and impact on the residents)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable along the western and northern edge of Diss by 4-6 km raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and do not themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-3.86	Suggest that Pylons RG79, RG80 and RG81 are relocated to mitigate impact on domestic horses, owners of domestic horses, and mental health	Alternative routes to the west and east of the alignment presented at statutory consultation were considered previously and considered less preferred for the reasons set out in the 2023 and 2024 Design Development Reports (available on the Project website). Beyond a stated preference, no new information is presented nor has been identified. On that basis, National Grid considers the reasons for not preferring alternatives to remain valid and we are not currently proposing a change to the alignment in this location. With regards to impacts on domestic horses, possible effects of Electric and Magnetic Fields (EMFs) on			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement EN-5 which states: '*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.*' Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. In addition to the potential direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, with particular focus on equestrian activities. The Project had EMF specialists available throughout the consultation process to answer any questions and concerns around EMFs. National Grid also provides EMF information via a website and helpline, to provide information on this subject to help. During the construction phase of the Project National Grid would work with landowners to agree mitigation where stock and other animals such as horses may be				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		affected. This may involve the temporary removing / rehousing of horses or installing additional fencing to separate / distance horses from the construction areas.				
9-3.87	Suggest that the Project uses underground cables in vicinity of Tibenham, Tibenham Airfield and Priory Farm (to mitigate impact on heritage, the countryside, and flying activities)	In relation to flying activities, National Grid has appointed an independent aviation consultancy which has engaged with both Tibenham and Priory Farm airfields (with National Grid present) to inform their impact assessments. Following consultation with the operators, it is assessed that, with the Project as currently proposed, operations (including gliding) can continue at the airfields. In view of the assessment conclusions, there is considered to be insufficient justification for the use of underground cables in the vicinity of the airfields on grounds of aviation impacts. We are continuing to engage with the operators to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25).A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Tibenham Airfield would meet the thresholds established				

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		by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-3.88	Suggest that construction traffic should use the A1066 via Thetford rather than travelling through Diss	It has been agreed with Norfolk County Council that a proportion of construction traffic will pass through the Town of Diss as well as along the A1066 to Thetford/Low Road.		X		
9-3.89	Suggest that the Project should run in closer to / parallel to the existing overhead lines near the A140 in Norfolk (around the Diss area)	Firstly, at a more general level close paralleling the A140 offers some potential benefits from infrastructure being concentrated geographically. By routeing the Project in close proximity to existing road infrastructure such as the A140, there are constraints and features that mean that we do not consider paralleling will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties, as well as hamlets, villages and towns, are present in close			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential properties, woodlands etc) present very substantial challenges to routeing and siting. As a result, whilst paralleling the A140 may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment. Secondly routeing closer to the A140 at Diss has been reported on in the 2023 Design Development Report (from paragraph 5.5.39) and in the 2024 Design Development Report (from paragraph 5.4.38) (both available on the Project website). This route transfers effects to a different Grade I Listed Church of St Andrew, Frenze, and to other properties as well as positioning a number with 400 kV pylons close to both sides. South of the golf course, which presents challenges including being Common land) there is insufficient space to pass between a Grade II listed residential building and the existing 400 kV alignment necessitating a transposition of the existing line with multiple outages, or an approximately 2 km section of underground cable. Taken together these factors and the additional costs mean this is less preferred. On this basis no change is proposed.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.90	Suggest that the underground section in Waveney Valley be extended to between Pylons RG61 and RG92 in nearly a straight line (e.g. to take out of scope many villages and would be about half the length of the existing, tortuous, meandering route through the valley. It would reduce the sight pollution enormously for little extra cost of providing the Waveney Valley Alternative)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the underground cable to between Pylons RG61 and RG92 raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.91	Suggest that the Project is routed underground at Priory Farm Airfield	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from or underground near Priory Airfield. National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Priory Airfield. Following discussion with the airfields and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. In view of the assessment conclusions, there is considered to be insufficient justification for the use of underground cables in the vicinity of the airfield on grounds of aviation impacts. We are continuing to engage with the operator to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).			X	
9-3.92	Suggest that the use of underground cables is extended from the proposed underground section (Pylons RG85 to RG90) to Shelfanger (Pylons RG75 to RG84)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable north to RG75 raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25).A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at RG75				

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		to RG84 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-3.93	Suggest that the use of underground cables at the Waveney Valley should be extended to clear the village of Roydon (to mitigate impact on the village)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable beyond Roydon raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and do not themselves require a change in technology. In terms of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-3.94	Concern about the impact of Pylons RG76, RG77, RG78, RG79, and RG80 on views, public footpaths, and cycle routes	Through routeing and siting National Grid has sought to reduce, as far as practicable, impacts and disruptions to Public Rights of Way (PRoW) and cycle routes. The recreational routes between RG76 and RG80 that fall within the Order Limits include PRoW 7R1211/10, 7R1211/20, 7R1217/20 and 7R1217/10. The potential accessibility impacts and effects on PRoW from the Project during construction and operation have been assessed and are presented in the Environmental Statement (ES), Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and ES Chapter 16: Traffic and Transport (document reference 6.16). Mitigation measures are identified within the Public Rights of Way Management Plan (document reference 7.6). The impact of pylons RG76 to RG80 on views, including views from recreational receptors using PRoW and cycle routes, and views experienced by people moving, living and working in the area, are identified in the Landscape and Visual Impact Assessment (LVIA). The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). Pylons RG76 to RG80, between Shelfanger Road and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Darrow Lane are within Visual Receptor Areas (VRA) A9 (Shelfanger) and VRA A10 (Burston). An assessment of effects on visual receptors in VRAs A9 and A10 is provided in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Significant effects are identified during construction and operation within 1.5 km of the Project. Appendix 13.3 includes an assessment of effects on visual receptors at Viewpoint 1.13 (Heywood Road, north of Diss) and Viewpoint 1.14 (PRoW south of Bressingham Road - Roydon South Norfolk FP10), which are located in the vicinity of pylons RG76 to RG80.				
9-3.95	Suggest that underground cables are used between Pylons RG18 and RG30 to mitigate impact on Flordon Common / Norfolk Valley Fens Sites of Special Scientific Interest / Special Areas of Conservation (SSSIs/SACs) and Registered Parks and Gardens (e.g. Rainthorpe Hall)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25).A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between pylons RG18 and RG30 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.96	Suggest that the Project uses underground cables between Pylons RG43 and RG48 to mitigate impact on Ancient Woodland (Bunwell Wood)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		must be considered in accordance with paragraphs 2.9.24 and 2.9.25).A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at RG43 and RG48 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-3.97	Suggest that the Project uses underground cables between Pylons RG50 and RG60 to mitigate impact on Tibenham Airfield (Historic Site)	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from or underground near Tibenham Airfield. National Grid has appointed an independent aviation consultancy which has engaged with Tibenham airfield (with National Grid also present) to inform their impact assessment. Following consultation with the operators, it is assessed that, with the Project as currently proposed, operations (including gliding) can continue at the airfield. In view of the assessment conclusions, there is considered to be insufficient justification for the proposed use of underground cable in the vicinity of the airfield on grounds of aviation impacts.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We will continue to engage with the operators and relevant third-party aviation stakeholders to review the assessment methodology and outcomes. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-3.99	Criticism that the revised route for the Project east of Melis now impacts respondents farm / Suggest that National Grid reverts to previous route for the Project east of Melis (e.g. to mitigate impact on respondent's farm)	National Grid proposed the change to the alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change was proposed due to the identification of historic assets that need to be avoided. We are therefore not proposing a further change to the alignment at this location.			X	
9-3.100	Suggest that the haul road is rerouted as it is currently proposed to pass through Priority Habitat (plan provided by respondent)	National Grid has considered the respondent's feedback, the haul road at this location has been amended to route through a previously coppiced track to avoid removal of established woodland where possible. While we acknowledge that the woodland is priority habitat, routeing and siting of the alignment and the haul road has been made based on balance, and the haul road will be constricted to a single lane and trackway used to reduce impacts and limit woodland loss.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.101	Criticism that there is already an established infrastructure corridor comprising the A140 and the Norwich to London railway line, with an existing section of pylons between, yet the Project (Pylons RG118 northwards) is routed significantly to the west of this existing corridor / Suggest that these existing overhead lines between the A140 and the Norwich to London railway line are upgraded instead	Firstly, the existing overhead pylons have recently been upgraded to increase the power flow capability. This and other operational changes at certain substations have been explained and described in our consultation material (including the Corridor and Preliminary Routeing and Siting Study, Design Development Reports and Project Background Documents) during previous consultations as well as in the 2025 Design Development Report (document reference 5.15). We ensure we implement these types of measures before considering new infrastructure. The lines cannot be upgraded further to replace the need for the Project. Secondly, while there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure or other transmission infrastructure, National Grid does not consider these benefits arise for the whole route. These features potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing infrastructure necessitating multiple diversions			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) presents very substantial challenges to routeing and siting. As a result, whilst close paralleling of existing infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.				
9-3.102	Suggest that the Project is rerouted to follow closer to the Norwich to London railway line	In developing its proposals National Grid has considered the potential to route parallel to existing transport infrastructure (which is close to the existing 400 kV overhead line for part of this area) and consider them to be less preferred alternatives. Numerous properties (residential and commercial such as on Greenways), constraints and environmental features are present in close proximity to existing infrastructure and would be more adversely affected by close paralleling. Alternatively, if such an alternative was pursued the costs to avoid such effects (multiple direction changes for crossings of the existing overhead line or other infrastructure) would be much greater with additional limitations on the ability to achieve the necessary outages (to undertake the works safely) within the time available. Further details of alternative routes considered can be found in the 2023 and 2024 Design Development			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Reports (published on the Project website) and the 2025 Design Development Report (document reference 5.15) submitted as part of the Development Consent Order (DCO) application.				
9-3.103	Criticism of last-minute realignment of the Project due to an airstrip between Roydon, Cotton and Wickham Skeith being previously ignored by National Grid (e.g. this realignment will impact residents, properties and land)	National Grid is committed to carefully considering all feedback and understands that design responses may not be welcomed by all. As more information has been obtained about the nature of the aircraft and their performance characteristics we have considered the need for modifications to the design. This has been in combination with other feedback requests and environmental information. A further change is also being taken forward as set out in the 2025 Design Development Report (document reference 5.15) submitted as part of the Development Consent Order (DCO) application. Factors influencing the changes now being taken forward are a preference for reducing the magnitude of effects and reducing potential cumulative effects by adopting the alignment of an existing 132 kV lattice pylon connection to position the pylons behind a tree line to increase the filtering of views; replacing more of the existing 132 kV with underground cable and, along with feedback to seek to support continued flight activity at Brook Farm airstrip. In taking forward this change we have considered the changes both where effects are reduced but also whether there may have been an increased effect and any mitigation that may be required. On balance a further change is preferred.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-3.104	Suggest that the Waveney Valley Alternative (underground option) is extended over 8.5 km - from Pylons RG75 to RG102, placing the southern and northern Cable Sealing End (CSE) compounds in a less sensitive and obtrusive locations and improving safety for light aircraft using the Wortham Airstrip to the south	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable from RG75 to RG102 raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS				

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		EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified. Underground cables are not considered to be necessary to address aviation impacts. In conjunction with other feedback, a design change is being taken forward that repositions the proposed overhead line to increase distances from the Wortham airstrip (also known as Brook Farm Airfield). National Grid's independent aviation advisors assess that these changes will enable safe overflight of the overhead line. We are continuing to engage with the airfield operator to confirm the acceptability of the changes. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-3.105	Suggest that the Project runs in close parallel to the existing overhead lines around Mulbarton, routing the Project to the furthest extent possible to the southeast away from the village (e.g. in line with Holford Rule 5 and to mitigate impact on Mulbarton)	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, as set out in the 2023, 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15), in this section there are constraints and features that mean, overall, we consider close paralleling would lead to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the statutory duty to be economic and efficient. In particular routeing across the railway and Flordon presents particular challenge as outlined in both the Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) and the 2023, 2024 and 2025 Design Development Reports. A summary of the Holford Rules is provided within Appendix I22 of this report. No new evidence has been provided nor information obtained to change those conclusions. We would also note that the alignment is routed as far from Mulbarton as possible balancing effects with those at properties in Flordon. For these reasons we are not proposing a change to the alignment to follow the existing overhead lines.				
9-3.106	Suggest that underground Direct Current (DC) cables are used from the point at which the line turns west just south of Shelfanger until South of the railway line at Gislingham	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project from south of Shelfanger until south of the railway line at Gislingham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES),				

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		Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). HVDC is not normally used across land as converting AC to DC and back again would require converter stations so it can be used in the rest of transmission network and the distribution network which is currently AC. These converter stations are a significant size and would be required at every interface with the wider AC network i.e at Norwich, Bramford, East Anglia Connection Node (EACN) substation and Tilbury substations, the cost of these converter stations outweighs the benefits offered. Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				

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9-3.107	Suggest that underground cables are used from Pylons RG13 to RG17 (e.g. to mitigate impact on residents of Mulbarton including impact on recreation, footpaths and health and wellbeing)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at RG13 to RG17 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-3.108	Suggest that the Project is rerouted from Pylon RG69 to follow a straight(ish) line to either Pylon RG73 or RG74	National Grid has considered the respondent's feedback, to straighten the alignment from RG69 to RG73 or RG74 would require the removal of a greater amount of woodland at two locations, would take the alignment closer to properties on Heywood Road and would potentially oversail properties to the east of Shelfhanger Road. We are therefore not proposing a change to the alignment at this location.			X	
9-3.109	Suggest that the pylon near to the Roman Villa Site and Elm Farm (which has been incorrectly labelled / positioned on the map by National Grid) should be moved further away into the fields north of the	National Grid has sought to reduce, as far as practicable, impacts on the historic environment including listed buildings and known heritage assets through routeing and siting and an ongoing iterative design process which has taken on board feedback at			X	

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	farmhouse (e.g. to mitigate impact on villa and heritage property)	different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through changes to the alignment. To inform the design development and the historic environment impact assessment, presented in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES), walkover, setting and geophysical surveys were undertaken in this area, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The baseline information indicates there would be no significant effects to archaeology from the construction of the overhead line in this location. Ongoing collaboration with Historic England and Local Planning Authorities has ensured a comprehensive approach to heritage-related matters, incorporating suitable mitigation measures and techniques based on their input.				
9-3.110	Suggest that construction sites should be reconsidered as they are too large for the villages,	National Grid has reviewed available locations for construction compounds to support the installation of the Project. These compounds are necessary for safe and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	particularly the one at Bunwell (e.g. to mitigate impact on residents and wildlife)	efficient construction of the Project, including providing welfare facilities and storage for plant and materials. The compounds have been positioned with consideration to their setting but also their proximity to primary access routes and the proposed works to construct the Project. Compound reference "RG-Sate1" adjacent proposed pylon RG56 (located south of Bunwell) has been located to the north of the Long Row primary access route and to be approximately mid-way between the northern part of the RG Route overhead line works from Norwich Main Substation and the Main Compound located south of Diss at proposed pylon RG96. The compound has been set back from the carriageway in an agricultural field to minimse impacts on residential and environmental receptors. National Grid has undertaken an Environmental Impact Assessment for the Project, and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that has been submitted with the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the (DCO application, including the Outline Code of				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). Compound RG Sate1 is located within an arable field of low ecological value, which can be returned to existing conditions fairly easily on completion of works.				
9-3.111	Suggest that underground cables are used at the Tas Valley section, particularly Pylons RG23 to RG27 (e.g. to mitigate impact on Hapton Village and Footpath 33)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-	X			

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		5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Tas Valley would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-3.112	Suggest that underground cables are used at Flordon Common	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of	X		X	

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		cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Flordon Common would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-3.113	Suggest that Pylons RG19 to RG23 should be moved north, north-west by about 600m (e.g. to mitigate disruption and cumulative impact)	National Grid has considered the respondent's feedback and has reviewed a number of alternative alignments in this location. Alternatives to the north, or north-west would impact more woodland and would also increase the impact on a proposed solar farm development. Alternatives would also be longer and require additional angle pylons and would be therefore less consistent with the Holford Rules. We are therefore not proposing a change to the alignment in this location. A summary of the Holford Rules is provided within Appendix I22 of this report. The effects of the Project are assessed as part of the Environmental Impact Assessment (EIA) and presented in the Environmental Statement (ES) and this has identified any need for additional mitigation.	X			
9-3.114	Suggest that construction road for the Project should not be located between RG50 and RG51, and that Pylons RG55, RG56, RG57 and the compound	National Grid notes the respondent's feedback and has amended the haul road between RG50 and RG51. This amendment straightens the haul road and moves it to the east of the alignment. The alignment between RG55			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	should be relocated (e.g. as they would make field unusable)	and RG57 has not been amended as we would have to increase the length of the overhead line and increase the number of angle pylons to divert the line either east or west, which would be less consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. Moving to the east would also potentially lead to effects currently avoided at Priory Farm airstrip and a facility sensitive to electromagnetic fields. As the compound needs to be as close to the alignment as possible, we are also not proposing a change to the compound location.				
9-3.115	Suggest that where National Grid intends to change existing three phase overhead lines to underground cables, this should be done across a whole field	National Grid has a mandate to be economic and efficient and so longer, more costly cable route options must be measured against this. National Grid has taken efforts, where judged reasonable, to extend the undergrounding spans in an effort to remove poles and stays from fields.			X	
9-3.116	Suggest that the Project is routed further east between Pylons RG96 and RG102 (near Diss) so that the Project runs alongside the existing pylons which are being moved underground (plan provided by respondent) (e.g. to mitigate impact on residents on Mellis Road; so that the construction road is routed away from wildlife at Seethings Wood)	National Grid proposed a change to the 2023 preferred draft alignment south of Diss as it was required due to the presence of Brook airstrip and solar farm developments. Further assessment on the potential impact of the Project on this airstrip has identified a need to move the alignment further east between RG95 and RG102 (now RG94 and RG102). This change also enables the Project to follow the alignment of the existing 132 kV overhead line for a longer distance, which is then proposed to be installed underground to			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the north of the A143. This has therefore moved the alignment further from Seethings Wood. The effects of the Project are assessed as part of the Environmental Impact Assessment (EIA) and presented in the Environmental Statement (ES) and this has identified any need for additional mitigation.				
9-3.117	Suggest that National Grid develops a main 400/132 kV substation at Diss to improve the supply security to mid East Anglia via 2 x 400 kV circuits from Norwich (e.g. enabling offshore wind supplies be brought in to Sizewell and then onto Bramford Main via existing networks and reducing capacity at Bramford for the Sizewell/Windfarms connection meaning that the Project would not be needed from Diss to Bramford by using underground cables into Sizewell)	National Grid acknowledges the request however the transmission network is required to comply with SQSS requirements and having dead end supplies that do not interconnect with other parts of the transmission network offer no flexibility and security of supply if there was a fault on that circuit and as such we would not be able to construct a substation at Diss and stop and not connect into Bramford Substation. The strategic options considered and shortlisted for this Project can be seen in the 2025 Strategic Options Backcheck and Review (document reference 7.17).			X	
9-3.118	Suggest that the Project at Darrow Lane should be rerouted north of Lodge Lane into agricultural land	National Grid has considered the respondent's feedback, moving the alignment to the north of Lodge Lane would make the alignment longer and less direct, which would be less consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. There are also constraints to routeing due to small distances between properties when passing south towards Bressingham, which would transfer or increase effects. We are therefore not proposing a change to the alignment at this location.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.119	Suggest that National Grid does not use the property that they have purchased on Darrow Lane as a works / storage site (e.g. it should only be used as a residential property)	National Grid has no plans to change the use of the building or the surrounding land. The property is not relevant to the development of our proposals for the Project. National Grid has no plans to change the use of the building or the surrounding land. The property is not relevant to the development of our proposals for the Project. We are currently reviewing the condition of the property and carrying out survey works. It is National Grids' intention to put the property on the market at the appropriate point.			X	
9-3.120	Suggest that the Project between Pylons RG19 and RG24 and the haul road are rerouted away from farmland (e.g. to mitigate impact on farming, heritage, etc)	National Grid has considered the respondent's feedback and has reviewed a number of alternative alignments in this location. Alternatives to the north would impact more woodland and would also increase the impact on a proposed solar farm development, alternatives would also be longer and require additional angle pylons and would be therefore less consistent with the Holford Rules. We are therefore not proposing a change to the alignment in this location. A summary of the Holford Rules is provided within Appendix I22 of this report. The effects of the Project are assessed as part of the Environmental Impact Assessment (EIA) and presented in the Environmental Statement (ES), this has identified any need for additional mitigation.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.121	Suggest that Pylons RG19 to RG23 are moved north, northwest by approximately 600 m to mitigate the impact on Flordon Hall	National Grid has considered the respondent's feedback and has reviewed a number of alternative alignments in this location. Alternatives to the north would impact more woodland and would also increase the impact on a proposed solar farm development, alternatives would also be longer and require additional angle pylons and would be therefore less consistent with the Holford Rules. We are therefore not proposing a change to the alignment in this location. A summary of the Holford Rules is provided within Appendix I22 of this report. The effects of the Project are assessed as part of the Environmental Impact Assessment (EIA) and presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), this has identified any need for additional mitigation. The alternatives considered were preferred on heritage grounds. The impact assessment for Flordon Hall is presented in Chapter 11: Historic Environment of the ES (document reference 6.11) and a viewpoint and visualisation have been produced to inform the assessment (Figure 6.11.F5). The assessment concludes a significant effect due to the change to the setting of Flordon Hall and while additional mitigation was considered there was not a suitable option that did not in itself increase the adverse impact to the listed building.			X	
9-3.122	Suggest that Pylon RG52 is relocated to mitigate impact on farm and Grade II listed property	National Grid has considered the respondent's feedback, to move RG52 to the east would potentially			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		increase effects on Tibenham and Priory airfields. Moving to the east or west would also introduce additional angles and would be longer and less direct which would be less consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. The effects of the Project are assessed as part of the Environmental Impact Assessment (EIA) and presented in the Environmental Statement (ES) and this has identified any need for additional mitigation.				
9-3.123	Suggest that Pylons RG39 to RG46 are relocated away from residential property	National Grid routes and sites the alignment in accordance with the Holford Rules while also taking into account constraints and feedback. Alternatives to move RG39-RG46 would be longer and less direct and would be therefore less consistent with the Holford Rules (these can be found in Appendix I22 of this report). Alternatives would also transfer effects to other properties or increase impacts to woodland, we are therefore not proposing a change to the alignment at this location.			X	
9-3.124	Criticism that the Project between Pylons RG29 and RG46 crosses several parts of the Tas Valley Tributary farmland (B1 character assessment planning document) that states that the area has sensitivities and vulnerabilities	National Grid has sought to reduce, as far as practicable, impacts on the landscape through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		trenchless crossings. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and Local Planning Authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA. The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project. The LVIA presented in ES Chapter 13: Landscape and Visual (document reference 6.13) identifies that the Tas Tributary Farmland Landscape Character Area (LCA) is of medium sensitivity and recognises that there is a greater degree of intimacy around tributary rivers where the Project would be seen to contrast with smaller-scale fields and small blocks of woodland. Effects on the Tas Tributary Farmland LCA				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		are judged to be significant up to 1.5 km distance from the Project.				
9-3.125	Suggest that Pylon RG40 is relocated away from Gilerswood Lane (e.g. to mitigate impact on footpaths 24 and 26, and impacts on leisure and historic sunken lanes)	National Grid notes the feedback received. National Grid has sought to reduce, as far as practicable, impacts on the landscape and views through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and Local Planning Authorities) throughout the development of the Project design and environmental assessment work. RG40 is positioned to the east of footpath 26 and north of Gilderswood Lane, avoiding any direct impacts on the lane and associated landscape features. The proposed pylon (RG40) is currently positioned away from surrounding field boundaries and re-location would bring it closer to Long Stratton Road in the north, which features some mature trees on the field boundary. On balance it is considered that the current position provides the best solution in terms of minimising effects on landscape features (such as trees) and recreational visual receptors. The existing footpath (PRoW) is proposed to be temporarily diverted around the pylon working area, with			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		managed access across the haul road and working areas. Through routeing and siting, National Grid has sought to reduce as far as practical the potential impacts on the historic environment including that of protected lanes. Protected lanes have been assessed as part of the historic landscape character which also considered assets such as hedgerows. This assessment has been undertaken and can be found in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The pylon could not be moved further north as this would lessen the distance between listed buildings and the pylon, which would have increase the impacts to them. Engagement with Historic England and the relevant local planning authority has been undertaken regarding appropriate mitigation measures and techniques which will take into account the protected lanes and footpaths.				
9-3.126	Suggest that Pylon RG41 is relocated away from the historic sunken lane, Tabernacle Lane (e.g. to align with Holford Rule 2)	National Grid notes the feedback received. National Grid routes and sites the alignment in accordance with the Holford Rules while also taking into account constraints and feedback. Holford Rule 2 advises that proposals '*should avoid smaller areas of high amenity value, or scientific interest by deviation; provided that this can be done without using too many angle towers, i.e. the more massive structures that are used when lines change direction. Whilst smaller areas of amenity value may not be encompassed in*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		designated sites as listed above, they should also be avoided where possible. Effects on the settings of historic buildings and other cultural heritage features should be minimised.' A summary of the Holford Rules is provided within Appendix I22 of this report. RG41 is positioned to the east of Tabernacle Lane, avoiding any direct impacts of the lane and associated landscape features. The pylon (RG40) is currently positioned away from surrounding field boundaries. It is therefore considered that the current position provides an acceptable solution in terms of minimising effects on landscape features (such as trees) and visual receptors, whilst balancing other constraints and feedback.				
9-3.127	Suggest that Pylons RG38 to RG41 are relocated from Corner Farm	National Grid routes and sites the alignment in accordance with the Holford Rules while also taking into account constraints and feedback. Alternatives to move RG38-RG41 would be longer and less direct and would be therefore less consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. Alternatives would also transfer effects to other properties or increase impacts to woodland, we are therefore not proposing a change to the alignment at this location.			X	
9-3.128	Suggest that Pylons RG36 to RG38 are relocated from Alborough House Farm and cottages	National Grid routes and sites the alignment in accordance with the Holford Rules while also taking into account constraints and feedback. Alternatives to move			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		RG36-RG38 would be longer and less direct and would be therefore less consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. Alternatives would also transfer effects to other properties or increase impacts to woodland, we are therefore not proposing a change to the alignment at this location.				
9-3.129	Suggest that Pylons RG39 to RG40 are relocated to mitigate impact on wildlife (including protected species)	National Grid routes and sites the alignment in accordance with the Holford Rules while also taking into account constraints and feedback. Alternatives to move RG39-RG40 would be longer and less direct and would be therefore less consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. Alternatives would also transfer effects to other properties or increase impacts to woodland, we are therefore not proposing a change to the alignment at this location. We have undertaken an Environmental Impact Assessment (EIA) which has assessed the impact of the Project including impacts to wildlife and protected species, and recommended mitigation where required.			X	
9-3.130	Concern that Pylon RG40 will exasperate flooding issues on Gilderswood Lane	Construction of pylon RG40 avoid any interaction with the River Tas and its tributaries, however, has the potential to result in changes to existing rainfall runoff patterns local to it. The Project has therefore secured via the Outline Code of Construction Practice (CoCP) (document reference 7.2) a range of measures to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		manage surface water runoff from construction areas, providing for capture and attenuation of flows, which local to Gilderswood Lane, includes a number of sustainable drainage basins, to ensure that flood risk is not increased to neighbouring lands and infrastructure.				
9-3.131	Concern that Pylons RG39 to RG42 will increase the risk of flooding and risk the sewage farm and water quality	Pylons RG39 to RG42 are located in Flood Zone 1 (indicative of a low risk of flooding from the River Tas and its tributaries. They also avoid areas mapped by the Environment Agency as having a high risk of surface water flooding. The potential for the Project to increase flood risk from these sources has been assessed within a Flood Risk Assessment (FRA) (document reference 7.9) that accompanies the Development Consent Order (DCO) application. The Flood Risk Assessment (document reference 7.9) recommends measures for the control and management of surface water runoff from work sites and measures to ensure the continued function of existing land drainage systems. These measures, secured via the Outline Code of Construction Practice (CoCP) (document reference 7.2) will prevent flood risk increases and impacts on local infrastructure and assets. The Outline CoCP (document reference 7.2) also describes a range of measures to prevent pollution and detriment to water quality.			X	
9-3.132	Suggest that Pylon RG70 is relocated to mitigate impact on residents, heritage, wildlife, the countryside, and the village	National Grid has considered the respondent's feedback, moving RG70 either east or west would move the alignment closer to properties along Heywood Road			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		or on The Heywood. Its current location also minimises woodland loss at Shelfanger Grove between RG69 and RG70. We are therefore not proposing a change to this pylon location. We have undertaken an Environmental Impact Assessment (EIA) which has assessed the impact of the Project including impacts to wildlife and heritage, and recommended mitigation where required.				
9-3.133	Suggest that Pylon RG46 and / or haul road is relocated further away from residences / permitted development zone (e.g. as the pylon is proposed only 60m away from two properties)	National Grid has considered the respondent's feedback, pylon RG46 is approximately 500 m from the nearest property to the west and approximately 200 m from the nearest property to the east. Moving this pylon east or west would increase the angle on the pylon and would transfer or increase effects on other properties. A shift of the alignment in this location would increase effects on woodland or would be longer and less direct which would be less consistent with the Holford Rules, therefore we are not proposing a change to the location of this pylon. A summary of the Holford Rules is provided within Appendix I22 of this report. The haul road has been moved slightly further to the west away from residences at this location to be closer to the alignment.	X		X	
9-3.134	Concern that Pylons RG45 and RG46 are located on Roman archaeological sites and will require removal of mature oak trees at Banyards Hall to allow a visibility splay for the haul road	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Assessment) that accompanies the	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. The historic environment assessment in Chapter 11: Historic Environment of the ES (document reference 6.11) considers the potential impact on archaeology and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). In some areas, archaeological trial trench evaluation has been undertaken and is reported in ES Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid is committed to reducing vegetation removal and where reasonably practical, crown lifting of trees is preferred over tree removal for visibility splays.				
9-3.135	Suggest that the Project should be rerouted between Pylons RG48 and RG50 and immediately above the Tas River tributary (e.g. to avoid County Wildlife Site, 3-acre overstood hazel coppice woodland/rewilding site, private nature reserve, ancient right of way (Cow Lane), with veteran trees and ancient hedgerows, grazing meadow, bordered by mature and veteran oaks, field system of medieval farming)	National Grid notes the respondent's feedback and has proposed a slight change to the alignment and haul road between RG46 and RG51 which would take the alignment to the west and avoid the County Wildlife Site, grazing meadow and veteran tree. We have undertaken an Environmental Impact Assessment (EIA) which has assessed the impact of the Project and recommended mitigation for the other ecological features and ancient right of way mentioned in the feedback where required.	X			X
9-3.136	Suggest that Pylon RG46 should be relocated (e.g. as it will be visible from road and will be a tension pylon)	National Grid routes and sites the alignment in accordance with the Holford Rules while also taking into account constraints and feedback. Alternatives to move RG46 would be longer and less direct and would be therefore less consistent with the Holford Rules (these can be found in Appendix I22 of this report). Alternatives would also transfer effects to other properties or increase impacts to woodland, we are therefore not proposing a change to the alignment at this location. We have undertaken an Environmental Impact Assessment (EIA) which has assessed the impact of the Project including visual impacts, and recommended mitigation where required.	X			
9-3.137	Suggest that High Voltage Direct Current (HVDC) underground cables are used for the Project at	National Grid has considered numerous different options including HVDC underground cables. HVDC would	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Bunwell Parish (e.g. as it is in the Tas Valley), and that ecologic damage in Bunwell Hill, near the Tas River, is minimised	require large converter stations which would be impactful on the local ecology. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). HVDC is not normally used across land as converting AC to DC and back again would require converter stations so it can be used in the rest of transmission network and the distribution network which is currently AC. These converter stations are a significant size and would be required at every interface with the wider AC network i.e. at Norwich, Bramford, East Anglia Connection Node (EACN) substation and Tilbury substations, the cost of these converter stations outweighs the benefits offered. Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances. We have completed an Environmental Impact Assessment (EIA) for the Project which includes				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessment of ecological impacts at Bunwell and identification of appropriate mitigation where necessary. The results of this assessment are provided in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) that accompanies the Development Consent Order (DCO) application.				
9-3.138	Suggest that T-pylons are used for the Project at Bunwell Parish	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-3.139	Suggest that Pylons RG39 to RG43 should be relocated away from Public Right of Way (PRoW) (e.g. to mitigate impact of construction), and with this, concern that Pylon RG42 is proposed at a location close to high speed limit rural roads (e.g. which are small and tight, with no accompanying footpath despite housing being located nearby, so construction traffic for the Project will make these roads more dangerous)	The local road network around pylon RG42 is not proposed to be used as a Primary Access Route. For this section of temporary haul road, the Primary Access Routes are proposed to the north from the B1113 (PAR H03-A1), and to south from the B1134 (PAR H03-A2). Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation has been identified, measures may include the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with temporary closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. An Outline Public Rights of Way Management Plan (document reference 7.6) has been prepared and submitted with the application for development consent.				
9-3.140	Suggest that the existing overhead line between Diss and Scole (line east of Diss) is upgraded and utilised for the Project instead	The existing transmission network in the region is being upgraded to ensure the system is running at its most efficient performance. The existing networks are not able to be upgraded sufficiently to cope with the future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.			X	
9-3.141	Suggest that the use of underground cables is extended from Bressingham through to the south side of Palgrave and the A143	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable from Bressingham through to the south side of Palgrave and the A143 raised in the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-3.142	Concern that Pylons RG114, RG118 and RG119 will impact Public Rights of Way (PRoW) (i.e. closing PRoWs and impacting leisure)	The potential impacts on Public Rights of Way (PRoW) and cycle routes from the Project during the construction and operation have been assessed in the Environmental Statement (ES), Chapter 15: Socioeconomics, Recreation and Tourism (document reference 6.15) and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		ES Chapter 16: Traffic and Transport (document reference 6.16). Mitigation measures are identified within the Outline Public Rights of Way Management Plan (document reference 7.6) submitted as part of the Development Consent Order (DCO) application. An Outline PRoW Management Plan (document reference 7.6) has been submitted as part of this DCO application. This document sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The Outline PRoW Management Plan (document reference 7.6) has defined the management of the PRoW in the area around pylons RG114 to RG119. The PRoW would be temporarily closed for the duration of the works with managed access, that is, allowing a safe passage throughout of the PRoW users e.g. footpath W-267/021/0 and bridleway W-267/014/0. As a result, the magnitude of impact on the PRoW is considered negligible and the overall effect has been classified as not significant.				
9-3.143	Suggest that Pylons RG067, RG068, and RG069 are relocated east towards Winfarthing Road where the land drops away (e.g. to mitigate visual impact, impact on walking, and impact on local community)	National Grid has considered the respondent's feedback, to move RG67-RG69 east towards Winfarthing Road which would move the alignment closer to properties to the east, potentially increase effects. A more easterly alignment would also require a longer route with more angle pylons to enable a crossing of Heywood Road to the south that wouldn't oversail			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		properties, this would therefore be less consistent with the Holford Rules (these can be found in Appendix I22 of this report). We are therefore not proposing a change to the alignment in this location. We have undertaken an Environmental Impact Assessment (EIA) which has assessed the impact of the Project including visual impacts, and recommended mitigation where required.				
9-3.144	Criticism of the permanent National Grid access point between Pylon RG068 and Back Heywood Road, as it is currently not wide enough for vehicles and will impact residents and walkers	National Grid notes the respondent's feedback. This access is a permanent right of access for potential future surveys and maintenance and would not be used for construction. The access has been designed, utilising field boundaries and existing gaps that it is assumed the landowners already use to access the fields. For this access, vehicles would be no bigger than that already being used on the land. The existing access to the field is approximately 3 m wide which is adequate for the type of vehicle (a 4x4) that may need to use it in the future.			X	
9-3.145	Concern that the Project between Pylons RG044 and RG062 is too close to Tibenham Airfield (e.g. impacting the safe use of gliders)	National Grid has appointed an independent aviation consultancy which has engaged with Tibenham Airfield (with National Grid also present) to inform their impact assessment. Following consultation with the operators, it is assessed that, with the Project as currently proposed, operations (including gliding) can continue at the airfield. We are continuing to engage with the operator to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. Further			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economic, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-3.146	Suggest that Pylon RG45 is relocated as it currently sited in the middle of a small field (e.g. severely constraining the use of surrounding land).	National Grid has considered the respondent's feedback to move RG45 from the centre of the field. It is not possible to move RG45 further south due to the distance required for the crossing of the road. In addition, moving RG45 would transfer effects to other receptors such as nearby properties. We are therefore not proposing a change to the location of RG45. If a land owner is concerned about impacts to farming, they should contact the Project's lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.			X	
9-3.147	Suggest that Pylons RG80 to RG82 and the haul road at this location is relocated (e.g. to mitigate impact on listed property business, property value, visual impact, and flora and fauna)	Alternative routes to the west and east of the alignment presented at the statutory consultation have been presented at the 2022 and 2023 non-statutory consultation, they were considered previously and considered less preferred for the reasons set out in the 2023 and 2024 Design Development Reports (available on the Project website). Beyond a stated preference for			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		these pylons to be relocated, no new information is presented nor has been identified. On that basis, we are not proposing a change to the alignment at RG80 to RG82. We have undertaken an Environmental Impact Assessment (EIA) which has assessed the impact of the Project including heritage and visual impacts and impacts to flora and fauna, and recommended mitigation where required. Potential impact on property prices is not a material planning consideration for the purposes of a DCO application. Separate to this point, the Secretary of State has asked that the DCO application include an assessment of the likely significant environmental effects in the form of potential impacts on property prices. The ES contains an assessment on this. It concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project. Although not part of the Environmental Impact Assessment process it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met). If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team:				

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		Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-3.148	Suggest that the span between Pylons RG18 and RG19 is realigned to the east to reduce the impact of the oversail on the solar project at Bracon Ash	Realignment of the pylons to avoid the solar farm would only be achieved by diversions that would be longer with larger changes of direction, less consistent with Holford Rule 3, and that oversailed woodland requiring tree clearance to meet safety requirements and as a result being less consistent with Holford Rule 2. On the basis that there is oversail only of the solar farm, no change is proposed. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	
9-3.149	Suggest that the use of underground cables should be extended further north towards Shelfanger	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable further north towards Shelfanger raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-3.150	Suggest that the Project should be routed further west and then go south over farmland (e.g. so that there would be no need to use underground cables in the Waveney Valley)	National Grid has considered a variety of route options in this general area encompassing alternative routes to the east of Diss, further to the west of the alignment and then south over farmland along with other alternatives as well as a variety of localised amendments. The basis for selection of the route is as out in the 2023 and 2024 Design Development Reports published in subsequent consultations, (available on the Project website), and the 2025 Design Development Report (document reference 5.15) submitted as part of the Development Consent Order (DCO) application, with the 2025 report also setting out the decision making that leads to the Project			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		progressing on the basis of overhead line. Routes further west lead to a transfer of effects (e.g. from one grade I listed building to another or from one cluster of residential properties to a broadly similar number of residential properties which are more dispersed). They would also lead to increased effects on ecological interests as the main factor. In the absence of new information or the identification of other factors no change in response to this feedback is proposed. is proposed.				
9-3.151	Suggest alternative route for the Project between Bunwell and Gislingham, to the west of Bressingham (to eliminate the need for the Waveney Valley Alternative) (plan provided by respondent)	National Grid has considered a variety of route options in this general area encompassing alternative routes to the east of Diss, further to the west of the Project alignment between Bunwell and Gislingham west of Bressingham as well as a variety of localised amendments. The basis for selection of the route is as out in the 2023 and 2024 Design Development Reports (available on the Project website) with the 2025 Design Development Report (document reference 5.15) also setting out the decision making that leads to the Project progressing on the basis of overhead line. In the absence of new information or the identification of other factors no change in response to this feedback is proposed.			X	
9-3.152	Suggest that Pylon RG81 is relocated (e.g. to mitigate impact on domestic horses, owners of domestic horses, and mental health; to mitigate	Alternative routes to the west and east of the alignment presented at statutory consultation were considered previously and considered less preferred for the reasons			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	impact on the local environment, landscape, hedgerows, trees and wildlife)	set out in the Design Development Reports. Beyond a stated preference, no new information is presented nor has been identified. On that basis, National Grid considers the reasons for not preferring alternatives to remain valid and we are not currently proposing a change to the alignment in this location. With regards to impacts on domestic horses, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: '*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*.' Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. In addition to the potential direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields'				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to ensure these are mitigated, with particular focus on equestrian activities. The Project had EMF specialists available throughout the consultation process to answer any questions and concerns around EMF. National Grid also provides EMF information via a website and helpline, to provide information on this subject to help. National Grid has provided an Electric and Magnetic Field Compliance Report (document reference 7.8) which is submitted as part of the Development Consent Order (DCO) application. During the construction phase of the Project, should consent be granted, National Grid would work with landowners to agree mitigation where stock and other animals such as horses may be affected. This may involve the temporary removing / rehousing of horses or installing additional fencing to separate / distance horses from the construction areas.				
9-3.153	Suggest the Project uses underground cables at Hapton	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Hapton would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-3.155	Suggest the use of High Voltage Direct Current (HVDC) cables surrounding Hempnall's Hall	National Grid has considered numerous different options including HVDC underground cables. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). HVDC is not normally used across land as converting AC to DC and back again would require converter stations so it can be used in the rest of transmission network and the distribution network which is currently AC. These converter stations are a significant size and would be required at every interface with the wider AC network i.e. at Norwich, Bramford, East Anglia Connection Node (EACN) substation and Tilbury substations, the cost of these converter stations outweighs the benefits offered.			X	

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		Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
9-3.156	Suggest that the use of underground cables for the Project at the Tas Valley	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Tas Valley would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-3.157	Suggest that Pylons RG61 to RG69 are relocated to the east within respondent's land, behind existing woodland and hedge lines and in the corner of arable fields (e.g. to mitigate impact on landscape, agriculture and environment, and reduce compensation costs), and criticism that National Grid has previously disregarded this change request due to an anticipated impact on neighbouring residential property (which seems limited) despite the more significant impact on respondent's land (e.g. given	National Grid has assessed the route proposed by the respondent. While we appreciate that the proposed alternative would reduce impacts to the respondent's land, it would move the alignment closer to residential properties to the east, including a listed building, as well as an electrically sensitive facility and Priory Airfield. The proposed route would also increase effects on ecology due to passing through woodland and a pond area. We are therefore not proposing a change to the alignment in this area. We have undertaken an Environmental Impact			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	that 10% of the Project through the Norfolk section falls within respondent's land)	Assessment (EIA) which has assessed the impact of the Project, and recommended mitigation where required. If a landowner is concerned about impacts to farming, they should contact the Project's lands team to discuss Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-3.158	For The Waveney Valley Alternative, suggest that the use of underground cables should be extended to at least Pylon RG78 (e.g. to mitigate impact on residents)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the underground cable to RG78 raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-3.159	Suggest that the Project is routed further west of Diss (e.g. to avoid Waveney Valley villages) (as per gaps to cross Waveney Valley provided to National Grid)	National Grid has considered a variety of route options encompassing alternative routes to the east of Diss, further to the west of the Project alignment as well as a variety of localised amendments. The basis for selection of the route is as out in the 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15) with the 2025 report also setting out the decision making that leads to the Project progressing on the basis of overhead line. In the absence of new information or the identification of other factors no change in response to this feedback specifically is proposed, with the Project progressing in a manner consistent with the Holford Rules to the extent possible due to the local circumstances. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.160	For the Waveney Valley Alternative, suggest the use of underground cables between Pylons RG78 and RG84	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable to between Pylons RG78 and RG84 raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.161	Suggest that pylons RG78 to RG84 should be relocated away from Roydon and Bressingham (e.g. given the proximity of properties along Common Road, Bressingham and Snow Street/Hall Lane, Roydon), especially angle pylon RG81 (given that the Draft Order Limits will place construction works for the Project close to residences and businesses along Common Road, Bressingham and Snow Street/Hall Lane, Roydon, impact on Swan Childrens' Nursery, and impact on mature hedges, trees and copses)	National Grid notes the respondent's feedback. Alternative routes to the west and east of the alignment presented at statutory consultation (including pylons RG78 to RG84), which would take the alignment further from Roydon and Bressingham, were considered previously and considered less preferred for the reasons set out in the Design Development Reports. Beyond a stated preference, no new information is presented nor has been identified. On that basis, National Grid considers the reasons for not preferring alternatives to remain valid and we are not currently proposing a change to the alignment in this location. We have completed an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. The Arboricultural Impact Assessment contains the likely impact to trees and hedgerows which will be taken forward to the detailed design stage			X	
9-3.162	Suggest that the Project should be located at least 3.7 km (assuming a 40:1 glide ratio) or 4.6 km (assuming a 50:1 glide ratio) to the west of runway	National Grid has appointed an independent aviation consultancy which has engaged with Tibenham Airfield (with National Grid also present) to inform their impact			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	08 at Norfolk Gliding Club (NGC) so that gliders can cross the Project at about 300ft above ground level (200ft plus 100ft) to allow a degree of safety	assessment. Following consultation with the operators, it is assessed that, with the Project as currently proposed, operations (including gliding) continue at the airfield. Overhead line overflight clearance margins for straight ahead take-offs (including for aerotows) and glider or powered aircraft approaches are assessed as adequate, and current circuits can continue to be used. We are continuing to engage with the operator and relevant aviation third party stakeholders, including the British Gliding Association (BGA), to review the assessment methodology and outcomes and support the operator's consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-3.163	Suggest that the underground cables as part of the Waveney Valley Alternative (underground option) are extended from Pylons RG84 and RG85 to include Pylons RG82 and RG83 (e.g. to mitigate impact on health, environmental, heritage at Saint Remigius Church, and wildlife issues including impact on protected species and habitats, and residential areas at Hall Lane, Snow Street and Darrow Lane)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable from RG84 and RG85 to include Pylons RG82 and RG83 raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-3.164	Suggest that Pylon RG83 is replaced with underground High Voltage Direct Current (HVDC) cables to mitigate impact on health / Concern about the impact of proximity risk of 250m distance from residential property / land and 300m from Swan Nursery in Hall Lane	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at RG83 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented				

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		in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances. Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with EMF guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. The overhead lines, substations and cables which form part of this Project				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		have been designed to ensure they will not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, have been applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance will be presented in our DCO application, which will be publicly available.				
9-3.165	Suggest that in addition to extending the Waveney Valley Alternative (underground option) from Pylons RG84 and RG85 to include Pylons RG82 and RG83, the Project also utilises the Darrow Lane farmland to provide connection between the underground and overhead lines (e.g. compounds and associated infrastructure, proposals for construction)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable from RG84 and RG85 to include Pylons RG82 and RG83 raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-3.166	Suggest that underground cables are used within the entire Waveney Valley	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent				

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		to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-3.167	Suggest the use of direct current (DC) underground cables for the Project past Tibernham Airfield, Old Buckenham Airfield and Priory Airfield to Roydon and Wortham Ling	National Grid has appointed an independent aviation consultancy which has engaged with Tibenham, Priory Farm and Old Buckenham aerodromes (with National Grid present) to inform their impact assessments. Following consultation with the operators it is assessed that, with the Project as currently proposed, aviation operations can continue. In view of the assessment conclusions, there is judged to be insufficient justification for the use of underground cables in the vicinity of the airfields on grounds of aviation impacts. We are continuing to engage with the operators of Tibenham and Priory Farm to enable their review of the acceptability of the Project design and to support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).			X	
9-3.168	Concern over the proximity of Pylons RG82 and RG83 to the properties on Hall Lane, Baynard's	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Lane, and the impact these would have on the historic Snow Street properties / Suggest extending underground cables to the north to avoid the residential properties in Snow Street, including 11 listed buildings (e.g. to mitigate impact on heritage)	Valley and on the matter of extending the use of underground cable to the north to avoid Snow Street raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the Waveney and Little Ouse Recovery (WaLOR) channel				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified. Assessment of the listed buildings in Snow Street within the proximity of Pylons RG82 and RG83 is detailed in Chapter 11, and they were all scoped into further				

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		assessment, which is detailed in Chapter 11 6.11 ES Chapter, as well as in the ES Appendix 11.7 (Assessment of Harm). It is of the understanding that the pylons cannot be moved westward as they would be within the settlement of Bressingham Common, and the reasoning for not being undergrounded is explained in the above comment. This assessment was undertaken in line with the National Grid pylon location suggestions and mitigations to the impact during construction and operation have been suggested and can be found in Chapter 11.				
9-3.169	Suggest that the Project is routed to the east and north of Diss (either as overhead lines or underground cables), and request that analysis of this option is set out as part of the Preliminary Environmental Information Report (PEIR) and submitted as part of the Development Consent Order (DCO) application	National Grid notes the respondent's feedback. In this location National Grid has considered a variety of route options encompassing alternative routes coming from the north then diverting to pass to the east of Diss or passing further to the west of the alignment as well as a variety of localised amendments. The basis for selection of the route is as set out in the 2023, 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15), with the 2025 report also setting out the decision making that leads to the Project progressing on the basis of overhead line. In the absence of new information or the identification of other factors, no change in response to this feedback specifically is proposed, with the Project progressing in a manner consistent with the Holford Rules to the extent possible due to the local circumstances. A summary of the	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Holford Rules is provided within Appendix I22 of this report. National Grid is not required to present the equivalent of a Preliminary Environmental Information Report (PEIR) for all alternatives but presents this only for the Project it proposes to take forward.				
9-3.170	Suggest that Pylon RG31 is relocated to the south to field boundary rather than located in the middle of the field as currently proposed (e.g. to mitigate impact on farming)	National Grid notes the respondent's feedback, due to a change to the alignment moving further west as presented at our targeted consultations, RG31 has moved west into the corner of the neighbouring field.			X	X
9-3.171	Suggest that underground cables are used for the Project across respondent's farm (address provided by respondent)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the respondent's farm would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-3.172	Suggest that Pylon RG90 is relocated to directly opposite Pylon RG89 so that it is located on the western boundary of the field closest to the Ling	National Grid notes the respondent's preference. Following review, National Grid is not taking these changes forwards, albeit have slightly modified the	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	rather than following in the middle of the field (e.g. to provide a direct connection across Ling Road; to avoid Pylon RG90 being sited in a flood area; so that a larger angle pylon is not required; to mitigate impact on farming; to provide a greater distance between the respondent's property / holiday let and the Project), and suggest that Pylon RG91 is relocated to the western boundary to align with Pylon RG90 and run along the edge of the field (e.g. for a more direct route; to avoid flooded areas; to mitigate impact on farming)	alignment in this area to respond to the potential implications for channel naturalisation arising from the WaLOR project. That change does not have implications for this request. The change would reduce effects to those properties to the east but increase them for properties to the west and, if implemented as suggested, would lead to additional tree removal. The preference is to remain approximately midway between the residential properties to east and west and compensate for the pylon position within agricultural fields.				
9-3.173	Suggest that the Waveney Valley Alternative (underground option) is extended to Millway Lane rather than not in the middle of the field opposite the view from respondent's holiday lets as currently proposed (e.g. to mitigate visual impact of Cable Saling End (CSE) compounds; to mitigate impact on business), and with this suggest that all access to the Project is routed via Millway Lane rather than Ling Road (e.g. as this does not flood; for more direct access)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable to Millway Lane raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of			X	

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		underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-3.174	Suggest that the Project is routed through large area of farmland between Winfarthing and Kenninghall (e.g. rather than following the line of towns and villages as currently proposed)	National Grid has considered a variety of route options in this general area encompassing alternative routes to the east of Diss, further to the west of the alignment as well as a variety of localised amendments. These encompass the suggested farmland area between Winfarthing and Kenninghall. The basis for selection of the route is as out in the Design Development Reports with the 2025 report (document reference 5.15) also setting out the decision making that leads to the Project progressing on the basis of overhead line on the alignment, with small amendments, consulted upon in the statutory consultation. The route proposed in this particular feedback aligns with part of the 'further west' alternative. Beyond the specific locations mentioned in the feedback, the feedback does not specify a route to reconnect with the alignment. However, to do so is likely to require a deviation from the alignment to north or south of the Tas Valley and to the south reconnect to the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		north-east of Bressingham (continuing west of Diss would overall equate to a route considered less preferred as set out in the 2023 and 2024 Design Development Reports (available on the Project website)). In either case the route is not just through farmland but has to pass close to other environmental features, constraints and homes. In addition to this transfer of effects the route length would be longer with an estimate of around 14 km compared with around 11 km (less consistent with Holford Rule 3) with a similar requirement for direction changes. On this basis and in the absence of new information or the identification of other factors the alternative farmland route between Winfarthing and Kenninghall is less preferred and no change in response to this feedback is proposed. A summary of the Holford Rules is provided within Appendix I22 of this report.				
9-3.175	Suggest alternative route for the Project between Pylons RG8 and RG12 and between Pylons RG41 and RG44 (preferred route and another alternative route provided) and suggest alternative location for Pylon RG39 (plans provided by respondent) (e.g. so that pylons are located closer to field boundaries to mitigate impact on farming operations and business). With this, request that access requirements are considered further once final route for the Project is confirmed (e.g. to minimise impact on farming business)	National Grid has carefully reviewed the requested changes. In respect of RG8 to RG12 a straightened alignment with pylons to field boundaries would directly impact an area of woodland and a consented solar farm and presents increased technical risk to deliverability with imbalanced spans and additional construction and maintenance risk due to the revised stringing positions. Given other constraints to stringing this change cannot be accepted. In respect of the other pylons identified, we have made some changes to pylon RG39 and have been able to move this pylon to a field boundary. The			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		alternative route suggestions cannot be taken forward. Reasons include: a preference to avoid loss of woodland to ensure consistency with Holford Rule 2; the need to provide space for scaffolding protection to highways and preference to not oversail sections of highway due to the extensive need to protect the road during construction and maintenance; and avoiding a transfer of effects to other third parties. A summary of the Holford Rules is provided within Appendix I22 of this report. National Grid would continue to discuss requirements with landowners throughout the Development Consent Order (DCO) application process and, if consented, throughout construction.				
9-3.176	Suggest the route is moved as far east as possible to mitigate the impacts on the gnarly old hornbeam, a mature/veteran tree	National Grid is proposing a slight change to the alignment and haul road between RG46 and RG51 which would take the alignment to the west and avoid the County Wildlife Site (CWS) and veteran tree.			X	X
9-3.177	Oppose the change to the Project from the 2023 draft alignment between Pylons RG92 and RG98 (a relocation of the Project by approximately 700m to the east of St John's House and Goodrich Park, as shown in the Section 42 Consultation Plans) (e.g. given that the Project will be closer to Palgrave, residences and businesses), and suggest that locating the Project away from residences in Palgrave should be prioritised over locating the Project away from the proposed solar farm (which	National Grid is committed to carefully considering all feedback and understands that design responses may not be welcomed by all. As more information has been obtained about the nature of the aircraft and the performance characteristics, we have considered the need for modifications to the design. This has been in combination with other feedback requests and environmental information. A further change is also being taken forward as set out in the 2025 Design Development Report (document reference 5.15) with the			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	does not yet have planning consent) and Brook Farm Airstrip (which is rarely used) (plans provided by respondent) / Oppose the change to the Project near Palgrave (e.g. due to impact on business and residents) and criticism of National Grid's justification for the change (e.g. the Design Development Report (DDR) states that deviations to the west were constrained by the extent of residential property in Wortham but similar impact on the village of Palgrave has not been considered; in Paragraph 5.4.63, National Grid refers to the impact on East Cottage and The Grange, but not the other five properties impacted by the new route; the weight given to Brook Airstrip as per Paragraphs 5.4.60, 5.4.61 and 5.4.62 of the DDR, despite it being privately owned and not frequently used)	nearest further amended 400 kV infrastructure to Palgrave being at around 1.4 km distance. Factors influencing the changes now being taken forward are a preference for reducing the magnitude of effects and reducing potential cumulative effects by adopting the alignment of an existing 132 kV overhead line to position the pylons behind a tree line to increase the filtering of views; replacing more of the existing 132 kV with underground cable and, along with feedback to seek to support continued flight activity at Brook Farm airstrip. In taking forward this change, we have considered the changes both where effects are reduced but also where there may be an increased effect. Residential properties to the western edge of Palgrave are in excess of 1 km from the proposed 400 kV infrastructure with the existing 132 kV overhead line running immediately to the west of the village. On balance a further change is preferred and the distance to Palgrave, at a minimum of 1 km, is not considered to be a basis to not progress. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-3.178	Suggest that the proposed pylon in Millway Field is relocated (given that the field is designated as a Community Biodiversity and Educational Project as part of the AURA Solar development proposal and	National Grid notes the respondent's feedback. The pylon in Millway Field is not able to be relocated as moving the alignment east or west at this location would move pylons closer to properties on either side,			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	will contain a large pond purposed to absorb the run-off water from the field which otherwise floods Millway Lane)	additionally a move east or west would have greater impacts in terms of conductor over sail of the proposed solar panels. It is also not possible to move the pylon north or south along the alignment due to restrictions in span lengths and road crossings requiring scaffolding protection. National Grid has engaged with the developer and the position of pylon RG91 in the north-east corner of the site is most appropriate to minimise impacts on the proposed solar development. As per the discussions we have also re-routed the temporary haul road to the eastern edge of the site to further minimise impacts to the solar panels.				
9-3.179	Concern that the Project between Pylons RG77 and RG90 will impact Key View 28 of the Diss and District Local Plan Key Views Assessment Report	A Landscape and Visual Impact Assessment (LVIA), as presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, including consideration of relevant development plan policies including Neighbourhood Plans. Key View 28 in the Diss & District Neighbourhood Plan Key Views Assessment Report is located on Darrow Lane to the north of Snow Street. There is no LVIA viewpoint in this location, however the assessment of Visual Receptor Area (VRA) A10 Burston identifies significant effects on visual receptors in this location. Further information is			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		provided in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3).				
9-3.180	Concern that the Project between Pylons RG85 and RG88 will impact Key View 25 of the Diss and District Local Plan Key Views Assessment Report	A Landscape and Visual Impact Assessment (LVIA), as presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, including consideration of relevant policies within adopted and emerging development plans. A selection of landscape and visual viewpoints have been used to produce technical visualisations to support the LVIA and assist stakeholders to understand the likely effects of the Project on landscape character and on views from specific points. Viewpoint 1.15 - A1066 High Road, west of Roydon is located near to Key View 25 in the Diss & District Neighbourhood Plan Key Views Assessment Report. The visualisation for this viewpoint illustrates how the Project will appear in views over the Waveney Valley to the south. A significant effect is identified for visual receptors at this viewpoint. Further information is provided in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.181	Concern that the Project between Pylons RG83 and RG90 will impact Key View 24 of the Diss and District Local Plan Key Views Assessment Report	A Landscape and Visual Impact Assessment (LVIA), as presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, including consideration of relevant policies within adopted and emerging development plans. A selection of landscape and visual viewpoints have been used to produce technical visualisations to support the LVIA and assist stakeholders to understand the likely effects of the Project on landscape character and on views from specific points. Viewpoint 1.21 - PRoW near Royden Fen is located near to Key View 24 and the visualisation for this viewpoint illustrates how the Project will appear in views over the Waveney Valley to the south. A significant effect is identified for visual receptors at this viewpoint. Further information is provided in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3).			X	
9-3.182	Concern that the Project between Pylons RG77 and RG81 will impact Fox Wood Forest School, Snow Street, which was developed to support children's mental and physical well-being through connection with nature	The northern edge of the Forest School site is over 350 m from the alignment and nearest pylon. In the absence of any direct interaction with the school site and given the distance between school and alignment National Grid does not consider that any detrimental effect on the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		attending children will occur. On this basis no design change is necessary.				
9-3.183	Concern that the Project between Pylons RG84 and RG88 will impact Heron Meadow, a Care Farm promoting wellbeing and learning, off Doit Lane, Roydon	National Grid notes the respondent's feedback. We have previously amended the alignment at this location to move to the east of Wortham Ling, part of the driver for this change was to avoid impacting the Care Farm. Based on the information available the Project does not directly impact the facility.			X	
9-3.184	Suggest that the Pylons RG19 and RG24 should be relocated away from Flordon Hall	National Grid has considered the respondent's feedback and has assessed multiple alternative alignments to the north of Flordon Hall. Alternatives to the north would impact more woodland and would also increase the impact on a proposed solar farm development, alternatives would also be longer and require additional angle pylons and would be therefore less consistent with the Holford Rules (these can be found in Appendix I22 of this report). We are therefore not proposing a change to the alignment in this location. Further information on alternative routes can be found in the 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15). We have undertaken an Environmental Impact Assessment (EIA) which has assessed the impact of the Project including heritage impacts, and recommended mitigation where required.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.185	Suggest that Pylons RG103 to RG106 are relocated away from Burgate Church and respondent's residence and holiday let cottage	The church is located at around 800 m from the alignment. The alignment is also following that of an existing 132 kV overhead lattice pylon to reduce the magnitude of change. Movement of the alignment further away will increase effects for similar buildings and homes that are sited to the east of the Project in Mellis, the closest of which are closer to the alignment at around 550 m. On this basis no change is being made.			X	
9-3.186	Oppose the relocation of Pylons RG85 and RG87 from the 2023 draft alignment (e.g. given that the Project would be closer to the Grade I Listed Roydon Church and the Heron Meadow Care Sanctuary)	The change from the graduated swathe removed an oversailing of the care sanctuary and the change from the 2023 preferred draft alignment to the 2024 preferred draft alignment moved the alignment further away from the church at Roydon. In response to feedback, we are also making a further change including removing one pylon to respond to ecology and landscape recovery proposals. Whilst acknowledging there is an effect on the setting of the church this is not at a level to be considered as substantial harm nor in the upper range of less than substantial harm. The effects of the Project are assessed as part of the Environmental Impact Assessment (EIA) and presented in the Environmental Statement (ES), and this has identified any need for additional mitigation.			X	X
9-3.187	Concern that Pylon RG38 is located too close to residents and is impacting residents mental and physical health, and suggest that the Project is rerouted between Pylon RG33 and RG39 so that	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules informed by			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	RG38 is relocated east to be equidistant between Faulgate House and Northfield House and RG39 is located further east towards the field boundary (plan provided by respondent)	feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. A summary of the Holford Rules is provided within Appendix I22 of this report. We have reviewed alternative alignments in this location and have made a slight change to the alignment which moves RG38 and RG39 slightly to the east. The effects of the Project are assessed as part of the Environmental Impact Assessment (EIA) and presented in the Environmental Statement (ES), and this has identified any need for additional mitigation.				
9-3.188	Criticism that National Grid disregarded the respondent's suggestion to use underground cables through Forncett due to the very narrow corridor / pinch point at this location	National Grid has carefully considered all the feedback received and developed its response informed by the relevant planning policy context. In this location, through 'The Forncetts', the landscape is not designated. The presumption in National Policy Statement (NPS) EN-5 in such undesignated locations is that overhead line is generally acceptable as the 400 kV connection technology. We have also considered whether the effects are nonetheless sufficient to engage other parts of NPS EN-5 to support a change to use underground cable. We conclude that the inherent level of effects from a change to cable, do not justify the cost that would be incurred. National Grid has concluded that whilst effects to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the expected cost of an underground cable			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for this area.				
9-3.189	Suggest that underground cables are used for the Project between Pylons RG72 and RG84 (e.g. to mitigate impact on landscape, views (list of views provided by respondent)), recreational activities and heritage in Roydon and Bressingham)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between RG72 and RG84 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has not identified any need for additional mitigation.				
9-3.190	Concern that the peat-rich soil in the Waveney Valley may be unsuitable for the use of underground cables or pylon foundations	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of impacts to peat-rich soil raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified. Ground conditions can be addressed through detailed foundation design for pylons; therefore, we conclude that an overhead line will be taken forward at this location.				
9-3.191	Concern that the Project will impact electrically sensitive facility	National Grid has noted the concerns and performed an assessment of potential impacts on the facility. The proposed overhead line is located at a distance where the maximum Electric and Magnetic Fields (EMFs) produced will be below the background EMFs typically produced by an electrical supply. Given the distance and maximum exposures, the alignment presents no hazard			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to the facilities' operations, and no change is proposed at this location.				
9-3.192	Suggest that from Norwich, the Project is rerouted to take a line to the east of the A140 south to Bramford, using underground cables where needed (e.g. around Eye)	The Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) considered different corridors and concluded a preference for the corridor to the west of the existing overhead line was preferred. Whilst noting the respondent's preference for a route to the east of the A140 this was not preferred due to constraints to routeing including an unavoidable effect on a registered park and garden and highly congested area north of Ipswich. In the absence of new information or the identification of further factors those decisions, also back checked as presented in the 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15) remain valid and no change is proposed.			X	
9-3.193	Suggest that from Pylon RG110, the Project is rerouted so that the overhead lines run in a south-west direction towards the B1113, turning back south-east west of the village, running down to the east of Finningham to rejoin at Pylon RG127 (e.g. to minimise the huge impact on Gislingham)	National Grid has considered a change to the alignment to pass the west side of the village. This would reduce residential amenity effects for several properties to the eastern and north-eastern edges of Gislingham. However, those residential amenity effects are transferred to residential properties to the western and southern edge of Gislingham and potentially to the northeastern side of Finningham depending on route used to return to the 2024 preferred draft alignment. Additionally, any route to the west also has to pass			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		between properties less than 150 m apart whereas this is the minimum separation distance to the closest residential properties when routed to the east. As a result of this a western alternative route is less consistent with Holford Rule Supplementary Notes. A summary of the Holford Rules is provided within Appendix I22 of this report. On heritage assets, a route to the west would increase separation to the moat to the west of Mellis Common but require an alignment passing closer to a greater number of listed buildings, albeit overall there is considered to be no major difference in consistency with Holford Rule 2. However, the alternative to the west is considered less consistent with Holford Rule 3 being around 500 m longer with at least one more pylon. Overall, this requested change is considered to be less preferred to the 2024 preferred draft alignment and is therefore proposed not to be taken forward.				
9-3.195	Suggest that Pylon RG94 is relocated further away from East Cottage (e.g. to mitigate impact on residents), and suggest that Pylon RG95 is relocated away from arable fields to the east of Goodrich Park (e.g. to mitigate impact on farm, including future expansion of business)	National Grid has considered the respondent's feedback. The alignment was moved to the east prior to the statutory consultation for several reasons including reducing effects on an airfield, reducing effects on a solar development and reducing effects on historic buildings and the related gardens. The locations of RG94 and RG95 (now RG93 and RG94) cannot be changed due to other constraints in this area including the road crossing, avoiding residential properties and reducing environmental effects.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.196	Concern about the impact of Pylons RG81, RG82 and RG83, and associated haul roads, on Roydon Village (e.g. impact on residents, historical properties), and suggest that Pylons RG81, RG82 and RG83 are relocated away from Roydon Village (e.g. to mitigate impact on residents, environment, wildlife, hedgerows, and trees)	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roydon and concern about impacts on Roydon. In the absence of an alternative route proposed, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We have therefore not proposed a change to the location of RG81 to RG83. Impacts to the environment have been assessed and are published in the Environmental Impact Assessment (EIA). A Landscape and Visual Impact Assessment (LVIA) was undertaken as part of the EIA and is presented in Chapter 13: Landscape and Visual (document reference 6.13) of the Environmental Statement (ES). Visual effects are presented in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Pylons RG81-83 are located between Bressingham and Snow Street, on the boundary of Visual Receptor Areas (VRA) A9 Shelfanger, and VRA A10 Burston. The settlement of Roydon is within VRA 11 Roydon and Diss. Significant visual effects are recorded within these VRAs.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.197	Suggest that the Project runs parallel to the existing overhead lines east of Diss, or that the existing overhead lines east of Diss are upgraded	The existing 400 kV overhead lines to the east of Diss have already been upgraded to maximise the power transfer of the existing network, so further upgrade is not possible. Close paralleling the existing 400 kV overhead line has been considered in the 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15) and continues to be considered less preferred. Many effects transfer for example from the Grade I St Remegius Church to the Grade I Listed St Andrews Church at Frenze, a number of homes are unavoidably positioned between the existing and proposed overhead line and overall greater effects expected on residential amenity, the golf course may see several parts of the course affected over an extended period. Additionally, the proximity of a listed building to the alignment may require transposition to a new diversion or a short section of underground cable to achieve an acceptable design. Overall, an alternative to the east was less preferred and whilst noting the respondent's preference, in the absence of new evidence or the identification of further factors, no change is proposed.			X	
9-3.199	Suggest that the haul road for the Project at Pylons RG43 and RG44 is relocated a few yards to the east into the field (e.g. to mitigate impact on ancient hedgerow)	National Grid notes the respondent's feedback. The haul road has been designed to remain close to the alignment and utilise existing gaps in hedgerows where practicable. Therefore, we are not proposing a change to the haul road alignment, however we are proposing to			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		remove the visibility splays associated with the crossover bellmouth to reduce vegetation loss which should mitigate the impact on the ancient hedgerow.				
9-3.200	Concern that whilst National Grid have moved the Project between Pylons RG47 and RG49 slightly eastward, the Project will still significantly impact respondents nature reserve and result in the removal of mature trees and ancient hedgerows / Suggest that National Grid reroute the Project between Pylons RG46 and RG50 as far eastward as possible to mitigate the impact on the respondents nature reserve and reduce the number of mature trees that will need to be removed	National Grid proposed a slight change to the alignment and haul road between RG46 and RG51 which would take the alignment to the west, avoiding a County Wildlife Site (CWS) and veteran tree. We have undertaken an Environmental Impact Assessment (EIA) which assessed the impact of the Project and recommended mitigation where required. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. We are therefore not proposing a further change to the alignment in this area, but we are proposing to restrict the width of the haul road in this location and utilise the use of trackway which would reduce the impact to mature trees in this area.			X	X
9-3.201	Suggest that National Grid relocate Pylon RG49 as far east as possible from the currently proposed position (e.g. moving the pylon 22 m east) so that the draft order limit boundary can be moved at least 44m further away from the eastern boundary of respondent's nature reserve	National Grid proposed a slight change to the alignment and haul road between RG46 and RG51 which would take the alignment to the west and avoid a County Wildlife site and veteran tree. We are therefore not proposing to make a further change to the alignment at this location. National Grid has submitted an Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) which has been			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects. Specifically, ES Chapter 8: Ecology and Biodiversity (document reference 6.8) considers the effects on designations, habitats and species during construction and operation of the Project.				
9-3.202	Concern that the proposed Haul Road would severely damage respondents grazing meadow, which is classed as Priority Habitat Coastal and Floodplain Grazing Marsh / Suggest that National Grid use Ground Guards instead of laying stone (e.g. this would massively reduce the damage to the soil ecology and result in a much faster recovery of the grazing meadow)	National Grid has considered the respondent's feedback and proposed a slight change to the alignment and haul road between RG46 and RG51 which would take the alignment to the west and avoid the grazing meadow.			X	X
9-3.203	Suggest that if Brick Kiln Lane is to be used as a maintenance track, works would need to be made to reinforce the latter part of the lane as it is unmade, and access would need to be restricted to landowners only (e.g. landowners need to access their land at the bottom of Brick Kiln Lane)	National Grid notes the respondent's feedback. The access route proposed on Brick Kiln Lane is for future surveys and maintenance if required and would not be used for construction. We are not proposing to construct anything for this permanent access route, existing tracks and roads are being used where possible. The track would only be used by 4x4 vehicles and cars similar to the current use.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.204	Suggest alternative route for access track to avoid Brick Kiln Lane (map provided by respondent)	National Grid notes the respondent's feedback. We are not proposing a change to the access route at this location. The access route proposed on Brick Kiln Lane is for future surveys and maintenance if required and would not be used for construction. We are not proposing to construct anything for this permanent access route, existing tracks and roads are being used where possible.			X	
9-3.205	Access tracks at respondent's property (near Cow Lane) need to be a minimum of 5 metres from hedgerows to minimise root compaction, which would adversely affect the health of the hedgerow (map provided by respondent)	The access track referred to in the respondent's feedback is for future surveys and maintenance if required and would not be used for construction. We are not proposing to construct anything for this permanent access route, existing tracks and roads are being used where possible. Where existing tracks/roads are proposed for future maintenance operations, it is assumed that existing vegetation would have developed root systems that co-exist with existing track formation. In these cases, additional root compaction is not considered a material impact.			X	
9-3.206	Oppose using underground cables at respondents nature reserve (near Brick Kiln Lane) due to the ecological damage this would cause / Suggest that the Project is rerouted as follows: - Proposal 1: Rerouted by adding another telegraph pole over the southern boundary of respondents nature reserve, crossing the deep ditch, and then	A modification to the alignment means that the lower voltage line would be replaced by underground cable over a longer distance than proposed in the statutory consultation. It is now proposed that the lower voltage Underground cable follows the field boundaries and the route of the construction access. Whilst different from the request this achieves the outcome sought.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	using underground cables from there (plan provided by respondent) - Proposal 2: Reroute the Project along existing (western) spar line, add additional powerline telegraph pole and then using underground cables as necessary (plan provided by respondent)					
9-3.207	Concern that since the last consultation, the Project between Pylons RG1 and RG7 has been rerouted to the west of Sprow's Pits Woodland, and this means that Pylon RG6 is now proposed to be sited in the middle of the Sheringham Shoal and Dudgeon Wind Farm Extension Projects (SEP and DEP) cable corridor / The pylon must be moved outside of the cable corridor to mitigate significant risk to SEP and DEP as Pylon RG6 could significantly interfere with the buried cables	Pylon RG6 has been repositioned to the north outside the underground cable corridor of the windfarms. The alignment of the overhead line and construction access unavoidably cross the third-party cable corridor. However, appropriate arrangements can be established and further micro-siting within limits of deviation will ensure no conflict between the projects.			X	X
9-3.208	To resolve the conflicts with Dudgeon Extension Limited (DEL) and Scira Extension Limited (SEL) consented construction and permanent accesses (including those accesses put at risk by the proposed haul roads), and the conflicting access to the laydown area, National Grid must agree in writing to allow Sheringham Shoal and Dudgeon Wind Farm Extension Projects (SEP and DEP) unrestricted use of:	National Grid has engaged with Equinor to agree and sign an interface document negotiating the details of such interfaces which forms part of the Development Consent Order (DCO) documentation. We believe it is possible to agree arrangements that allow access to be maintained to meet all parties' requirements.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	a) the access road (Work No 19A/B in the SEP DEP Development Consent Order (DCO) – plan provided by respondent) to the SEP and DEP substation site; and b) the laydown area to the south of Mangreen Road within the SEP and DEP DCO, such agreement to be in writing between National Grid Electricity Transmission (NGET) in relation to SEP and DEP, Grid Park, Norwich Main Extension and Norwich to Tilbury					
9-3.209	Suggest that the use of underground cables for the Waveney Valley Alternative are extended further north, to the north of Snow Street	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable further north, to the north of Snow Street raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-3.210	Suggest the use of underground cables for the Project between Forncett and Diss (e.g. to mitigate impact on River Tas and feeder streams)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project *between Forncett and Diss* would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.211	Suggest that the Project is routed further west away from Tibenham (e.g. without increasing impact on Old Buckenham Airfield)	National Grid has considered an alternative to the west in the 2023 Design Development Report (paragraphs from 5.5.19) (available on the Project website) but found them to be less preferred due to the transfer of effects and longer route length due to routeing around the constraints, presence of homes and environmental features. National Grid also considers the alignment to be appropriate, and with some limited modification to flight arrangements it would not prevent safe continued flight activity. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).			X	
9-3.212	Suggest that Pylons RG27 and RG28 (to the north of Fudenhall Road) are relocated as close as possible to existing field boundaries (rather than in field location as currently proposed) to mitigate impact on farming	National Grid notes the respondent's feedback and notes the preference from certain landowners for pylons to be situated along field boundaries where possible to reduce the impact on agricultural activities and reduce land take. We have assessed requests from landowners on an individual basis, in this case RG27 is as close to the field boundary as possible. RG28 cannot be moved to the field boundary as it is an angle pylon and space is required around the pylon for stringing, noting the adjacent public right of way. Additionally, moving the pylon to the eastern boundary would then result in			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		oversailing a property and we are unable to move the pylon to the southern boundary due to a requirement to maintain space to the south for crossing protection (scaffolding) of the road.				
9-3.213	Concern about the impact of the Project on solar farm south east of Mulbarton (e.g. overhead line conductors will cross over the existing panel tables significant risk to the table infrastructure during National Grid's installation and construction phase, given that the glass panels are fragile and at high risk of damage), particularly Pylon RG14 as there is a risk onto the site relating to earthing. With this, suggest that Pylon RG14 is relocated further north, outside the solar farm site perimeter. Further, request for information on how National Grid plan to erect and maintain the Project over the solar farm, and suggest that isolations may need to be considered for working above the panel tables during installation (e.g. which will have an impact on production for the site)	In response to this feedback, National Grid has moved pylon RG14 to the north such that it, and the temporary construction access to it, are outside the boundary of the solar site. Oversailing of conductors is unavoidable and the potential issues are acknowledged. Detailed discussions between National Grid contractors and the solar farm operator will establish necessary working arrangements to effectively manage the interface.			X	X
9-3.214	Concern about the impact of the Project at Pylons RG85 to RG87 on the Angles Way (the 93-mile long-distance walking trail from Great Yarmouth to Thetford)	Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15) include an assessment of the potential effects on Public Rights of Way (PRoW), including footpaths, and Angles Way, from the Project. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted as part of the Development		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Consent Order (DCO) application which details the proposed management of PRoW during construction.				
9-3.215	Suggest that the use of underground cables for the Waveney Valley Alternative is extended to Pylon RG080 / Suggest that the Cable Sealing End Compound (CSEC) is relocated to Pylon RG80 (e.g. to mitigate impact on St Remigius's Church, Roydon and views of the Waveney Valley)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable to RG80 raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		associated with extending the underground cable would be justified. Prior to making a decision we had considered the request to relocate the Cable Seal End (CSE) compounds and extend the underground cable. To the north, given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened, in terms of NPS EN-5 it is not considered that the adverse effects of the overhead line would have justified the additional cost associated with a northern movement of the CSE compound to beyond the residential area. An assessment of effects on views within the Waveney Valley is provided in ES Chapter 13: Landscape and Visual (document reference 6.13), and specifically ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Significant effects are recorded within the following Visual Receptor Areas (VRAs) which are within the Waveney Valley: VRA A11 Fen Street; VRA A12 Roydon and Diss; VRA B1 Wortham; and VRA B2 Palgrave.				
9-3.216	Suggest that the use of underground cables for the Waveney Valley Alternative is extended to Pylon RG95 / Suggest that the Cable Sealing End Compound (CSEC) is relocated to Pylon RG95, east of St John's House and Goodrich Park (e.g. to mitigate the impact on Wortham Ling)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable to RG95 raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified. Prior to making a decision we had considered the request to relocate the Cable Seal End (CSE) compounds and extend the underground cable. To the north, given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened, in terms of NPS EN-5 it is not considered that the adverse effects of the overhead line would have justified the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		additional cost associated with a northern movement of the CSE compound to beyond the residential area. The same findings apply to movement of the southern CSE compound with an additional factor being substantial loss of output from a consented solar farm.				
9-3.217	Concern about the impact of the Project on Bunwell Hill Country Wildlife Site (CWS) at Brick Kiln Lane (e.g. impact on grasslands, tall-herb fen and ponds), and suggest that targeted National Vegetation Classification (NVC) surveys within the draft order limits at Brick Kiln Plantation (and the wider area to include the woodland to the west), should be undertaken at this location and the potential impacts clearly identified as part of the Environmental Statement (ES). With this, suggest that the Bunwell Hill CWS should be excluded from the red line and appropriately buffered (e.g. in line with National Planning Policy Framework (NPPF) and Policy 3 of the Greater Norwich Local Plan (GNLP))	National Grid proposed a slight change to the alignment and haul road between RG46 and RG51 which would take the alignment to the west, avoiding the County Wildlife Site (CWS) and veteran tree. We have undertaken an Environmental Impact Assessment (EIA) which assessed the impact of the Project and recommended mitigation where required. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application		X		X
9-3.218	Concern about the impact of the Project on Roydon Fen Country Wildlife Site (CWS) and suggest that the temporary attenuation drainage is re-designed to avoid the CWS, and a suitable buffer (works exclusion zone) provided around the CWS. The extent of hydrological impacts on the ecological interest of the CWS is of serious concern and must be clearly considered, for each CWS, within the	Royden Fen County Wildlife Site (CWS) has now been removed from the Order Limits, with no works proposed either within the CWS or within a 10 m buffer from the local wildlife site boundary. Potential hydrological impacts on the CWS are being avoided/minimised, full assessment details for Royden Fen CWS will be included with the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8)		X		X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Environmental Statement (ES). With this, suggest that the Project should be routed away from the Roydon Fen CWS and a suitable buffer provided between the works area and CWS boundary (e.g. as the inclusion of the CWS within the red line is contrary to National Policy Statement for Energy EN-1)	and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12).				
9-3.219	Suggest that the changes are made to mitigate the impact of the Project on Kenningham Hall, Mulbarton as per plans provided by respondent (e.g. relocate Pylon RG8 to northern field boundary to reduce intrusion to field; reroute the Access/Haul road to follow field boundaries to reduce impact of use of the field; Address oversail interaction with Bloys Grove Solar Farm between Pylons RG11 and RG12; relocate haul road away from high value equine livery paddocks (filled brown) into the undeveloped peripheral areas of the solar farm to follow the route shown hatched blue; protect the occupation of Kenningham Hall by moving the haul road to the east; remove any interaction between the Project and the protected area of the dwelling, base of operations for the farming business and the stables and base for the livery unit; be aware that the haul road going through the paddocks and so close to the protected farmstead will mean the closure (during works) of the livery business, due to grazing loss and audible disturbance to the horses; consider moving	National Grid notes the respondent's feedback. RG8 cannot be moved to the northern boundary because of the need to retain space for scaffolding to protect the road during construction. RG11 to RG12 cannot avoid oversailing of what is a consented and will be operational solar farm but may require National Grid to undertake works to ensure no induced currents arise. RG12 cannot be moved further south as its position is restricted by RG13 which is constrained by archaeological constraints. The haul road alignment cannot be readily adjusted due to limitations on junction positioning. Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES) assessed the impacts of the Project on agricultural landholdings. The assessment considered the disruption to agricultural operations during construction (including disturbance, fragmentation, and access restrictions). The Outline Code of Construction Practice (CoCP) (document reference 7.2) outlines good practice measures to mitigate these effects, such as maintaining access to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Pylon RG12 south to provide additional screening to Kenningham Hall; change route of the haul road to follow field boundaries and reduce disruption to the arable fields; address interaction between Bloys Grove solar farm and the haul road to the south of the existing solar farm), or re-route the Project at this location as per the other alternative route provided by the respondent (separate plan provided by respondent)	affected land parcels or providing alternative access arrangements. The implementation of good practice measures, along with the commitment to reinstate all land temporarily required, and the management of effects on agricultural operations during the construction phase would ensure that disruption to agricultural landholdings is minimised. Financial effects and impacts on agricultural operations from operation of the Project have been scoped out and may result in compensation agreements (which lie outside of the EIA process). Chapter 11: Historic Environment and the ES Appendix 11.7 (Assessment of Harm) detail the impacts to the heritage value of the asset due to pylon RG12. During the construction phase, there will be a significant effect due to changes in the setting, albeit temporary. The impact at operation phase results in a not significant effect. Standard construction mitigation will be employed as outlined in the Outline Code of Construction Practice (CoCP) (document reference 7.2)				
9-3.220	Concern about the impact of Pylons RG44, RG45, RG43, RG46 and RG47 (e.g. impact on historic farmhouse), particularly the impact of Pylon RG45 on farming, and suggest that Pylon RG45 is relocated by a few metres (change request previously submitted to National Grid; so that respondent can continue accessing the fields) / Criticism that National Grid has not incorporated this change into the latest proposals for the Project	National Grid notes the respondent's feedback, including moving RG45. We are not proposing a change to the location of this pylon as moving RG45 would result in an increase in visual effects to a property to the north-west. The impacts of permanent pylon footings on agricultural land are assessed in Chapter 6: Agriculture and Soils (Document Reference 6.6) of the Environmental Statement (ES). Design sought to minimise impacts on farming activities when considering pylon locations,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		including RG45. The pylon footings cover a relatively small area of land proportional to field sizes; therefore, the impacts on farming activities and agricultural yields should be small. If there are any specific concerns regarding impacts to farming or compensation and how it will be assessed, please contact the Project lands team: • Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Banyard's Hall (1373609) was scoped into the ES assessment due to its proximity to the Order Limits (see documents 6.11.A1 and the ES Appendix 11.7) and assessed with the pylons RG43-47 in mind and it was determined that during both the construction and operation phases, the asset will experience less than substantial harm due to screening via established vegetation. The placement of the pylons RG43-47 will impact the asset's setting in a 'small' to 'slight' degree and suggestions of any mitigation considered this impact.				
9-3.221	Criticism that National Grid have not relocated pylon sited in front of their barn and the adjacent listed	All decision making in response to feedback must balance the interests of the requester against any effects that may arise from potential changes. Changes must			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	farmhouse in this Section as requested (location not provided)	also be capable of being technically achievable. How we have responded to specific requests for change and whether changes have or have not been made and the reasons for those decisions are set out in this report and the previous 2022 and 2023 Non-Statutory Consultation Feedback Reports (see Appendix B and C of this report).				
9-3.222	Request for confirmation that the changes agreed with Fisher German to Pylons RG46, RG47 and RG48 at the farm in Bunwell and the change to the Haul Road referenced by respondent have been made, as none of these changes are noted on the consultation maps	Changes requested by landowners in the period between the 2023 non-statutory consultation and the statutory consultation were only reviewed and discussed by the Project team following the start of statutory consultation alongside all other feedback and would not have been accepted prior to this process. We made the decision to start engagement with landowners prior to the start of consultation to ensure there would be enough time to offer all landowners a face-to-face meeting in the timescales available. Therefore, any changes requested and discussed with Fisher German in this period would not be shown on the statutory consultation plans as they had not been reviewed or assessed by the Project team by that point. Any changes requested have now been reviewed by the Project team and if accepted are shown on the plans submitted with the Development Consent Order (DCO) application. With regards to the specific change requested, RG46 is positioned as close to Low Common Road as possible while still maintaining space for scaffolding across the			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		road for construction. RG47 and RG48 have been moved as far west as possible as requested without introducing impacts on the woodland. The haul road has subsequently been moved further west in line with the alignment changes.				
9-3.223	Suggestion that the Project is routed away from / the Project should not be located at a specific location (e.g. a house / farm / postcode)	Further assessment and technical appraisal have been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report, published as part of the Development Consent Order (DCO) application.	X		X	
9-3.224	Suggestion that the Project is routed away from / the Project should not be located at Mulbarton	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Mulbarton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Mulbarton.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.225	Suggestion that the Project is routed away from / the Project should not be located at Diss	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Diss. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Diss.	X		X	
9-3.226	Suggestion that the Project is routed away from / the Project should not be located at Bressingham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Bressingham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Bressingham.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.227	Suggestion that the Project is routed away from / the Project should not be located at Tibenham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Tibenham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Tibenham.	X		X	
9-3.228	Suggestion that the Project is routed away from / the Project should not be located at Roydon	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roydon. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Roydon.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.229	Suggestion that the Project is routed away from / the Project should not be located at Shelfhanger	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Shelfhanger. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Shelfhanger.			X	
9-3.230	Suggestion that the Project is routed away from / the Project should not be located at Redgrave Fen	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Redgrave Fen. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Redgrave Fen.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.231	Suggestion that the Project is routed away from / the Project should not be located at Bunwell	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Bunwell. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Bunwell.	X		X	
9-3.232	Suggestion that the Project is routed away from / the Project should not be located at Great Moulton	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great Moulton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Great Moulton.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.233	Suggestion that the Project is routed away from / the Project should not be located at Forncett	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Forncett. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Forncett.			X	
9-3.234	Suggestion that the Project is routed away from / the Project should not be located at Heywood Road	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Heywood Road. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Heywood Road.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.235	Suggestion that the Project is routed away from / the Project should not be located at Tacolneston	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Tacolneston. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Tacolneston.	X		X	
9-3.236	Suggestion that the Project is routed away from / the Project should not be located at Wreningham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Wreningham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Wreningham.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.237	Suggestion that the Project is routed away from / the Project should not be located at Low Common	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Low Common. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Low Common.	X		X	
9-3.238	Suggestion that the Project is routed away from / the Project should not be located at Cargate Common	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Cargate Common. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Cargate Common.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.239	Suggestion that the Project is routed away from / the Project should not be located at Winfarthing	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Winfarthing. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Winfarthing.			X	
9-3.240	Suggestion that the Project is routed away from / the Project should not be located at Wortham Ling	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Wortham Ling. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Wortham Ling.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.241	Suggestion that the Project is routed away from / the Project should not be located at Roydon Fen	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roydon Fen. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Roydon Fen.	X		X	
9-3.242	Suggestion that the Project is routed away from / the Project should not be located at the Tas Valley	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Tas Valley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at the Tas Valley.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.243	Suggestion that the Project is routed away from / the Project should not be located at Forncett End village	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Forncett End village. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Forncett End village.			X	
9-3.244	Suggestion that the Project is routed away from / the Project should not be located at The Waveney Valley	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Waveney Valley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		proposing a change to the alignment at the Waveney Valley.				
9-3.245	Suggestion that the Project is routed away from / the Project should not be located at Bunwell Hill	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Bunwell Hill. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Bunwell Hill.	X		X	
9-3.245-1	Criticism that from Pylon RG85 there is a sharp left hand turn where the pylons descend onto the River Waveney floodplain, which shows that the Holford Rules have not been considered as the Project is supposed to avoid such turns in the pylon line	The wording of Holford Rule 3 starts with 'Other things being equal...' indicating clearly that routeing can take account of other factors. In this case routeing to the east of Wortham Ling (requiring the direction change) is preferred to avoid and reduce effects on homes and environmental features such as Wortham Ling Site of Special Scientific Interest (SSSI), areas of woodland and the Grade I Listed St Mary's church at Wortham. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Economic / Employment impact						
9-3.246	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.	X	X	X	
Environmental impact						
9-3.247	Concern about negative impact of the Project on the Green Belt(s)	To facilitate the Project, it will be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS)	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1 - A summary of the Holford Rules is provided within Appendix I22 of this report). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		they pass and leave a large majority of the land beneath them free from development and therefore open. The Planning Statement (document reference 5.6), submitted with the application for development consent, includes an assessment of the Project against Green Belt planning policy (as contained in National Policy Statement EN-1 and the National Planning Policy Framework).				
9-3.248	Concern that the Project will impact Sites of Special Scientific Interest (SSSIs)	Through routeing, siting and design development National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). Although there are 22 SSSI within the study area, current proposals avoid the majority of impacts on SSSIs, with no long-term negative impacts anticipated on any SSSIs as a result of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. National Grid will continue to engage with Natural England.	X	X	X	
9-3.249	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied where practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An ancient woodland and veteran tree mitigation strategy is included as part of the Outline Landscape and Ecological Management Plan (document reference 7.4). The Outline Landscape and Ecological Management Plan (document reference 7.4) has been developed in consultation with relevant stakeholders including Natural England.				
9-3.250	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Royal Society for the Protection of Birds (RSPB) reserves. Potential direct and indirect impacts on RSPB reserves within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). No RSPB reserves are directly impacted by the Project.	X	X	X	
9-3.251	Concern that the Project will impact Ramsar site	Through routeing, siting and design development, National Grid has sought to reduce, as far as			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		practicable, impacts on biodiversity and in particular features of high ecological value, such as Ramsar sites. Although there are 13 Ramsar sites within the study area, current proposals avoid the majority of impacts, with no long-term negative impacts anticipated on any Ramsar site as a result of the Project. Potential direct and indirect impacts on each scoped in Ramsar site has been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and/or Habitats Regulations Assessment (HRA) depending on potential impact pathways. Any necessary mitigation has been detailed within the ES, HRA and the Outline Code of Construction Practice (CoCP) (document reference 7.2) to ensure no significant residual effects, as agreed with Natural England.				
9-3.252	Concern that the Project will result in a negative impact on the environment / countryside generally (no details given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities)	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken,				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				
9-3.253	Suggest that areas other than the Areas of Outstanding Natural Beauty (AONB) should be protected / Criticism that only the AONB has been considered	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect National Landscapes. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for short sections near Fairstead and North Tilbury. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		elsewhere, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economic and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in ES Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out potential effects on landscape and visual receptors.				
9-3.254	Concern that the Project will impact conservation area	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment, including conservation areas such as Winfarthing, Tacolneston and Forncett St Peter. This is presented in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). This includes an assessment on the potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment is supported by walkover and setting surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The assessment concludes there would be not significant effects to Tacolneston and Winfarthing conservation areas and no change to Forncett St Peter, and therefore no additional mitigation is proposed.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-3.255	Suggest that areas other than the Waveney Valley should be protected / Criticism that only the Waveney Valley has been considered	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		associated with extending the underground cable would be justified. We have also applied the same considerations to whether other parts of the route, not subject to National Landscape designation, have a level of effect that engages with consideration of the use of underground cables. The findings are reported in the 2025 Design Development Report (document reference 5.15) submitted as part of the Development Consent Order (DCO) application.				
9-3.256	Criticism that proposals for the Project at Low Common and Bunwell Hill have been made without reference to the detail of the relevant Landscape Character Assessments for South Norfolk (e.g. as Pylons RG43 and RG46 to RG48 are located in Tas Valley Tributary Farmland 'a landscape of gentle slopes leading down to shallow tributary valleys'; as Pylons RG44 and RG45 are in Ashwellthorpe Plateau Farmland and Banyards Hall is specifically mentioned in the landscape character assessment: 'Halls and associated moats e.g. at Banyards Hall'', so specific development consideration in this landscape character assessment is to 'maintain the setting of halls')	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). It includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project. The landscape assessment in ES Chapter 13:	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Landscape and Visual (document reference 6.13) identifies that the Tas Tributary Farmland Landscape Character Area (LCA) is of medium sensitivity and recognises that there is a greater degree of intimacy around tributary rivers (which are within tributary valleys) where the Project would be seen to contrast with smaller-scale fields and small blocks of woodland. Effects on the Tas Tributary Farmland LCA are judged to be significant up to 1.5 km distance from the Project. The landscape assessment identifies that the Ashwellthorpe Plateau Farmland LCA's key characteristics include moats, sometimes associated with halls and sometimes occurring in isolation. The assessment takes this into account (whilst not directly naming every hall) and overall sensitivity for this LCA, when combined with all other relevant factors, is judged to be medium. Effects on the Ashwellthorpe Plateau Farmland LCA are judged to be significant up to 1.5 km distance from the Project. National Grid acknowledges that the Banyard's Hall (1373609) setting is shaped by its isolated location, its connection with a medieval moat, nearby farm complex, and the surrounding agricultural landscape. Enclosed by tree-lined boundaries, this private setting enhances its value, and, due to the Project's proximity, the setting extends to the draft Order Limits. During the construction phase it has been assessed there will not be significant temporary negative effect. During the operation phase,				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National grid acknowledges that there is likely to be a direct, permanent minor adverse significance of effect (not significant) on the asset prior to the implementation of mitigation measures. The Outline Landscape and Ecology Management Plan (LEMP) (document reference 7.4) and the Outline CoCP (document reference 7.2) contains a list of relevant good practice measures to avoid or reduce risks to heritage and landscape features. In addition, the Limits of Deviation (LoD) allows for some flexibility during design and construction to further avoid environmental constraints that may be identified later in the Project.				
9-3.257	Concern about impact of the Project on drainage at Heywood (e.g. the parish has no mains drainage so relies on a series of dykes and channels for field run off and standing water to disperse, which may be flattened, pulled up and filled in for the Project) / Concern about the impact of the Project on flooding at Heywood Road	National Grid has prepared a Flood Risk Assessment (FRA) (document reference 7.9) for the Project. The FRA has appraised the potential for the Project to impact on existing land drainage systems and associated surface water and fluvial flood risk. The assessment recommends measures to manage surface water runoff from the Project's construction swathe and operational infrastructure, with the design providing for attenuation features to capture and store runoff. Also, any existing land drainage features that the Project interacts with will be retained or re-provided so that there would be no detriment to flood risk and the land drainage regime. These measures and controls are secured via commitments within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and would	X		X	

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		prevent any increase in flood risk to neighbouring land and infrastructure in the parish of Heywood.				
9-3.258	Suggest that National Grid consider the South Norfolk Character landscape assessment for the Tas Valley (e.g. Section 8.13, Section 8.15)	The South Norfolk Landscape Character Assessment (2001) has been considered and referenced in the landscape baseline studies and assessment for the Tas Valley area. These can be found in the Landscape and Visual Impact Assessment (LVIA) presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects (including those in Section A near the Tas Valley).			X	
9-3.259	Concern that some heritage assets and habitats impacted by the Project in this section have not been documented or marked out in existing designations and nature-preservation schemes given their remote / unpopulated location (e.g. as they have never been threatened or adopted for protection), including the rare chalk stream environment in the Tas Valley and the fenland in the low-lying area around Bunwell	A range of protected species and other ecological surveys have been undertaken including within the Tas Valley and around Bunwell. The results of the ecology surveys are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement. Appropriate habitat mitigation would be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority as relevant to the receptor. This mitigation is outlined within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).			X	

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		The assessment of assets (both designated and un-designated), important hedgerows, cropmarks, and aerial photography have been undertaken within this area, and the details of this assessment can be found in the Historic Environment Baseline Report (6.11.A1). Furthermore, a thorough walkover survey and setting assessment has been undertaken in this area within the Order Limits through to 3km buffer (depending on the value of the asset and the survey type) which was to determine the presence of any unrecorded heritage assets, signs of possible archaeology, assessment of setting, and general field walking. The results of this are in 6.11.A1 Annex D Walkover Survey.				
9-3.260	Suggest that a Landscape Assessment Study should be carried out for the Project at the Tas Valley (e.g. as was done for the Waveney Valley)	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A Landscape and Visual Impact Assessment (LVIA), included within the ES, has been undertaken as part of the EIA. The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1),			X	

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		which includes the Guidelines for Landscape and Visual Impact Assessment (GLVIA3). Judgements on landscape value have been made as part of the assessment of effects on landscape character. These value judgements have been informed by the Landscape Institute's Technical Guidance Note (TGN) 02/21 Assessing landscape value outside national designations. This defines landscape value as "*the relative value or importance attached to different landscapes by society on account of their landscape qualities"* (page 3). The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13) and includes an assessment for a 3 km Study Area along the length of the Project, including for the Tas Rural River Valley Landscape Character Area (LCA) in Section A.				
9-3.261	There may be areas which require dewatering, considering the proposed route crosses a number of locations where ground and surface water interact. That there are no proposed abstractions or discharges is potentially not accurate and requires addressing in the Hydrogeological Risk Assessment (HRA). The River Waveney is one such area, where the groundwater provides baseflow. As such, suggest assessing such locations where groundwater interacts at the surface, such as (but not limited to) between Pylons RG85 and RG91 (cf. the area in Fig 9.1 - Contaminated Land, Geology	Areas where there is the potential for dewatering to be required at this stage, have been assessed within ES Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3). Where a potential risk to groundwater receptors is identified further assessment would be carried out in accordance with commitment GH11, included within the Outline Code of Construction Practice (CoCP) (document reference 7.2), which requires Hydrogeological Risk Assessment (HRA) to be undertaken following detailed design and commitment GH07 which requires dewatering activities to be			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	and Hydrogeology - Superficial Geology Page 5a of 25.) There are other areas where groundwater-surface water interactions occur which will need assessing. These include (but again, not limited to) the Stour crossing and areas where natural springlines occur (for example, where secondary aquifers overlie aquicluding or aquitarding strata)	undertaken in accordance with Environment Agency guidance. In addition, Commitment GH02, included within the Outline CoCP (document reference 7.2), requires a Foundation Works Risk Assessment (FWRA) to be undertaken where piled foundations are proposed, and at trenchless crossing locations.				
9-3.262	Concern about the impact of the Project on acid sulphate soils in the Waveney Valley (and possibly the Stour) which contain pyrite (e.g. as these oxidise to sulphuric acid and iron hydroxide if they are disturbed, resulting in the soil and drainage waters becoming severely acid which may impact aquatic life) / Concern that trenching in the Waveney Valley may result in the pollution from acid soils / Suggest that mitigation plans for the impact on acid sulphate soils in the Waveney Valley should be provided	Detailed Agricultural Land Classification (ALC) surveys were undertaken in the Waveney Valley and are detailed in full in ES Appendix 6.1 Agricultural Land Classification Report (document reference 6.6.A1). No acid sulphate soils were identified within the Order Limits where the Project crosses the Waveney Valley.			X	
9-3.263	Concern that Pylon RG49 is located in the floodplain of the River Tas and in a county wildlife site, and that a number of heritage and ecological sites of significance were found in the vicinity by National Grid's surveyors	RG49 is positioned to avoid the extent of land that is at risk of flooding from the River Tas, defined by the newly released NaFRA2 dataset from the Environment Agency, which incorporates allowance for climate change to the year 2060. This information has been assessed as part of the Flood Risk Assessment that has been prepared (document reference 7.9).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		RG49 is also positioned outside the formally designated County Wildlife Sites (CWS) and is located over 200 m from either Royden Fen or Carlton Rode Fen CWS. Any impacts to designated and non-designated assets are detailed in ES Appendix 11.1: Historic environment Baseline Report of the Environmental Statement (ES) (document reference 6.11.A1), and assets whose setting extend to the Order Limits are detailed in ES Appendix 11.7 (Assessment of Harm to Designated Heritage Assets). The placement of pylon RG49 was taken into consideration during this assessment, and any impacts during the construction and/or operation phase were detailed in the significance of effect/s.				
Financial compensation						
9-3.264	Concern that the Project will devalue property / impact on property value in this section / Concern that the project will impact on being able to sell property	Potential impact on property prices is not a material planning consideration for the purposes of a DCO application. Separate to this point, the Secretary of State has asked that the DCO application include an assessment of the likely significant environmental effects in the form of potential impacts on property prices. The ES contains an assessment on this. It concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project. Although not part of the Environmental Impact Assessment process it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met). National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				

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9-3.265	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		scheme to be in place by 2026, and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-3.266	Request that National Grid purchase respondent's property / business	National Grid is not required to purchase any properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.			X	
9-3.267	Request for National Grid to negotiate and agree on further compensation to respondent for the land required to provide road access to the Project (address provided by respondent)	National Grid would compensate all affected landowners in line with the compensation code and on submission of a valid claim. This would include existing private accesses/roads and new accesses that need to be installed. If a land or property owner is unsure if they are eligible for compensation, they should contact the Project's lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
Health, Safety & Wellbeing						
9-3.268	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.				
9-3.269	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and looks to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid have followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-3.270	Concern that the Project poses a safety risk to aircraft (including balloons) in the area / Concern that the Project will impact airfields in this area	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1. Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including 2 helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory, statutory consultation, targeted consultations, and landowner consultation, including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-3.271	Concern that the battery storage facility at Swardston is considered by many knowledgeable people a major fire risk due to overheating	National grid is not responsible for the design and operation of Battery Storage facilities and would refrain from commenting on these.			X	
9-3.272	Concern that the Project poses a safety risk to hot air balloons that often land in the respondent's fields and low flying military aircraft practice manoeuvres over the respondent's property	National Grid has appointed an independent aviation consultancy who have assessed potential civil aviation impacts, including on ballooning activities, across the Project. It is assessed that balloon pilots operating in the vicinity of the Project would have sufficient control (through use of burners, the parachute valve and the prevailing wind) to avoid the overhead line. National Grid has consulted the Ministry of Defence (MOD) Defence Infrastructure Organisation (DIO) in relation to potential impacts on military aviation activities,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		which has confirmed the Project is within Low Flying Areas (LFAs). We are continuing to engage with the DIO to secure appropriate mitigations. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
Heritage						
9-3.273	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4).	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) set out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).				
9-3.274	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys,	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) set out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-3.275	Concern about the evaluation of non-designated heritage asset in the report and that they have been evaluated in terms of archaeological value and stated as having evidential or historic value, whereas historic buildings are also likely to have architectural value. The significance for a number of assets includes their architectural and historic significance as buildings, and therefore suggest that these should be assessed in the same manner as a listed building (e.g. how setting contributes to that significance),	The methodology used to inform the assessment of the historic environment presented in ES Chapter: 11 Historic Environment (document reference 6.11) has been developed in accordance with established good practice and national guidance. It has been discussed and agreed upon with relevant stakeholders during the scoping process and through ongoing engagement at thematic working group meetings.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	including the former Henstead Workhouse and Vale Hospital	The agreed methodology used in assigning value to non-designated and designated heritage assets, both built and below ground, follows the Historic England (2008) document, '*Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment*.' The value of a heritage asset is derived from the asset's ability to illustrate one or more of the Conservation Principles, these being: Evidential, Historical, Aesthetic and Communal. The architectural properties of at asset can feed into one or more of these principles. The former Henstead Workhouse and Vale Hospital has been assigned low value, largely due to its change of function, and in accordance the agreed methodology regarding low value assets, its setting is not considered in the Environmental Statement.				
Information						
9-3.276	Information provided that respondent's property provides the water supply to six houses on the estate and the farmyard pipes from a borehole which will be cut by the haulage roads and work compounds	All underground services (statutory undertaker and private assets) would be identified on site and documented within the site-specific Risk Assessments/Method Statements for all work delivery. Additionally, we would agree interface and mitigation arrangements (where required) with their owners A permit to dig process would control the mitigation required to ensure underground services are not impacted by the construction works. If avoidance of the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		services cannot be maintained, then protection or relocation maybe required. In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and likewise as part of the consultation process, we contact all third-party utility providers in the area. The Environmental Impact Assessment (EIA) includes an assessment within Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) of the Environmental Statement (ES), which identifies potential impacts, including to groundwater abstractions, and introduce any mitigation to safeguard existing drinking water supplies (both with regard to quantity and quality), as required. ES Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3) includes the assessment of the water abstraction point at Flordon Hall. Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the Project ahead of construction starting on site, please raise this at any meeting with the National Grid lands team who will keep a record and pass on any information.				

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9-3.277	Information provided that the A1066 is a main arterial route from west to east, and is heavily used by HGVs, tourists and agricultural vehicles. The A1066 has a severe pinch point in the village of South Lopham with vehicles using the centre of the road	Following comments received at statutory consultation, including feedback from the Local Highway Authority, National Grid has now proposed a Primary Access Route for construction along the A1066 from Thetford. This would be in addition to the proposed Primary Access Route on the A1066 through Diss. This additional route has been assessed in the ES Chapter 16. Traffic and Transport (document reference 6.16) and the Transport Assessment (document reference 7.11). Vehicle Swept Path Analysis has been undertaken for these routes and has not identified any required highway mitigation in South Lopham.			X	X
9-3.278	Information provided that South Norfolk Model Flying Club has two locations for their activities, beside the field between Talcolneston and Forncett, and they also have a base at Suton near Wymondham approximately 6 miles from Talcolneston and Forncett. At the time of writing this response, there were no events planned at the Talcolneston / Forncett location, and on the club's website it states that Suton is their most active location. This should be taken into consideration when considering relocating the Project even further west	National Grid notes this information, but remains of the view that there is still planned use of this site and model flying has been observed on site visits to this location by members of the Project team. On this basis it is appropriate to respond to a request to slightly modify the alignment. This can be achieved without material affect to other receptors and is considered to be justified despite the addition of one additional angle pylon. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).			X	X

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Mitigation						
9-3.279	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation and maintenance of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	X	X	X	
9-3.280	Suggest that National Grid engages with and invests in Norfolk Fire and Rescue Service to help prepare crews for fires or rescues within high voltage electrical installations or around high voltage pylons / Request developer funding for this investment (e.g.	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and			X	

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	through training exercises or equipment purchases) through a Section 106 (S106) agreement	skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15 of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
Primary Access Routes / Haul Road / Construction Compounds						
9-3.281	Suggest that access to the Project should be from the A140 via Mellis rather than from the A143 / Burgate Road (e.g. as the roads are wider outside of school hours) (plan provided by respondent)	National Grid notes the respondent's feedback. Access via Burgate Road is a not proposed access route. Access route suggested by respondent would go from the A140 through Yaxley and Mellis. This would be less preferable from both a highway geometry point of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		view and likely a residential impact point of view than proposed access route from A143 via B1113.				
PROW (Public Rights of Way)						
9-3.282	Concern about negative impact on Public Rights of Way (PROW) / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.	X	X	X	
9-3.283	Concern about the impact of Pylons RG76 to RG107 on footpaths (e.g. during construction; visual impact; health impact for users)	National Grid has sought to reduce environmental impacts, as far as practicable, through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. This includes landscape and visual impacts and impacts and disruptions to Public Rights of Way (PRoW) and cycle routes.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The potential impacts and effects on PRoW and cycle routes from the Project during the construction and operation have been assessed within Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and ES Chapter 16: Traffic and Transport (document reference 6.16). Mitigation measures are identified within the Outline Public Rights of Way Management Plan (document reference 7.6) submitted as part of the Development Consent Order (DCO) application. Similarly, the impact of the pylons on views, including views from recreational receptors using PRoW and cycle routes, and views experienced by people moving, living and working within the Project's study area, are captured by the Landscape and Visual Impact Assessment (LVIA) presented in ES Chapter 13: Landscape and Visual (document reference 6.13) undertaken as part of the Environmental Impact Assessment (EIA) process. The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects (including those near Little Green and Mellis Green in Section B of the Study Area). It identifies areas for potential mitigation planting to reduce visual impacts to local receptors. The Outline Landscape and Ecology Management Plan (LEMP) (document reference 7.4) include details regarding the planting proposals. Impacts on health and wellbeing (physical and mental) arising from changes to PRoW and other health-related				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		environmental change (such as views and visual amenity) are considered in Chapter 10: Health and Wellbeing (document reference 6.10). Taking account of the information provided in Chapter 13: Landscape and Visual (document references 6.13), and PRoW-specific mitigation proposed in the area between and around pylons RG076 to RG107, no temporary or permanent likely significant effects on health and wellbeing (physical or mental) are identified.				
Requests						
9-3.284	Request for information on current operational and construction work taking place at Swardeston / Criticism that National Grid said that no operational or construction work is taking place yet for the Project	Work for Norwich to Tilbury has not started yet. There is currently some work taking place at our Norwich Main Substation to increase its capacity. Work to the eastern extension of the site started in April 2024 and started on the western extension in October 2024. While the Project would, if consented, connect into Norwich Main Substation, the work taking place there is not linked to the Project and is needed to connect new sources of offshore wind from the Sheringham Shoal and Dudgeon offshore wind farms.			X	
9-3.285	Request for an update regarding Pylon RG45 (as per written correspondence) to mitigate visual impact and impact on listed properties (including Ebenezer Cottage, Quaker Farm, Banyards Hall, and Wood Farmhouse)	National Grid has completed an assessment on the historic environment which is included in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). Impacts on listed buildings as well as proposed mitigation is included in this chapter. The location of RG45 has not changed	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		following feedback from statutory consultation as moving further from this property would result in an increase in visual effects to other properties due to other pylons subsequently having to move.				

Mid Suffolk feedback

Mid Suffolk – Table 1 (Statutory Consultation)

Table 9-4 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
9-4.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.2	Concern that the Project will have a negative impact on agricultural livestock (e.g. type of livestock)	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: "There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.			X	
Airfields						
9-4.3	Concern about the impact of the Project on Elmsett Airfield / Suggestion that the Project is routed away from Elmsett Airfield	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Elmsett Airfield. Following discussion and further assessment it has been determined, with	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the Project as currently proposed, that the airfield can continue to operate. We would continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-4.4	Concern about the impact of the Project on Wattisham Airfield / Suggestion that the Project is routed away from Wattisham Airfield	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Wattisham Flying Station as well as the Ministry of Defence (MOD) Defence Infrastructure Organisation (DIO). Following this and further assessment it has been determined, with the Project as proposed, that the aerodrome can continue to operate. We would continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.5	Concern about the impact of the Project on Hinderclay Meadows / Suggestion that the Project is routed away from Hinderclay Meadows	National Grid has appointed an independent aviation consultancy. Following further assessment, it has been determined, with the Project as proposed, that the airfield can continue to operate. We would continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).	X			
9-4.6	Concern about the impact of the Project on Crowfield Airfield / Suggestion that the Project is routed away from Crowfield Airfield	National Grid notes the respondent's feedback. It is assessed that there is sufficient distance between the overhead line and the airfield runway to continue with existing flight procedures and therefore we are not proposing a change to the alignment in this area. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).	X		X	
9-4.7	Suggest that the overhead lines that are proposed by the Project to run along the centre line of the approach to Wattisham Airfield are relocated to	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Wattisham Flying Station. Following			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	mitigate flight risk to attack helicopters which fly at a very low level, and other occasional aircraft	this and further assessment it has been determined, with the Project as proposed, that the aerodrome can continue to operate. We are continuing to engage with the Ministry of Defence (MOD) Defence Infrastructure Organisation (DIO) in relation to appropriate mitigations relating to the Project's presence within military Low Flying Areas. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-4.8	Concern about the impact of the Project on an Airfield/s / Suggestion that the Project is routed away from Airfield/s in the area (no specific location given)	National Grid has appointed an independent aviation consultancy which has carried out a thorough assessment of all airfields within 5 km of the Project. The Project minimises the overall impact on local aviation. We continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.9	Concern about the impact of the Project on the Wattisham to Thetford flight path used by low flying military helicopters / Concern about the impact of the Project on military operations at Wattisham	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Wattisham Flying Station. Following this and further assessment it has been determined, with the Project as proposed, that the airfield can continue to operate. We continue to engage with the Ministry of Defence (MOD) Defence Infrastructure Organisation (DIO) to secure appropriate mitigations to the Project's presence within military Low Flying Areas. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).	X		X	
9-4.10	Concern about the impact of the Project on the East 2 WAM (Wide Area Multilateration) Network (e.g. at the following intercept locations: Honington/Mendelsham, Mendelsham/Wattisham, Mendelsham/Manningtree [2 intercepts], Manningtree/Nedding Tye, Manningtree/Danbury, and Danbury/Castle Camps)	The Government's Overarching National Policy Statement for Energy (NPS EN-1) reflects the potential for new energy infrastructure to affect defence interests, and National Grid recognises its according responsibilities to consult the Ministry of Defence (MoD) to inform its assessment of potential impacts from the Project on defence assets. In relation to their concerns, engagement with the MoD is ongoing regards the East 2 Wide Area Multilateration (WAM) Network as well as other defence interests. Further information on the assessment of airfields can be found	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-4.10-1	Concern about the impact of the Project on Brook Farm Airstrip (also known as Wortham Airfield) / Suggestion that the Project is routed away from Brook Farm Airstrip (e.g. at Pylons RG94 to RG99)	National Grid has assessed an alternative alignment in this area and proposed a change between RG95 and RG102 (now RG94 and RG102). This change is required due to the presence of Brook Farm Airfield where further assessment of the potential impact of the Project on this airfield, undertaken by our independent aviation consultants, has identified a need to move the alignment further east. We will continue to engage with the airfield operator to confirm the acceptability of the changes. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	X	X	X	X
Community / Social impact						
9-4.11	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15 of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-4.12	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments. ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered during the construction phase to reduce, where practicable, disruption to education establishments. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The assessment concludes that there would be no significant effects on education facilities within the study area as a result of the construction and operation of the Project.				
9-4.13	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on leisure and tourism. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include: traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.14	Concern about over development of area / other works in the area (e.g. cumulative impact)	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The cumulative effects assessment has considered the effects of the Project in conjunction with other existing and, or approved developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. The cumulative assessment has been undertaken in accordance with the overarching NPS for Energy (EN-1) Paragraph 4.1.5 in EN-1 states: 'In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy'. Paragraph 4.2.12 in EN-1 states:	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		'The cumulative impacts of multiple developments with residual impacts should also be considered.' Paragraph 4.3.3 in EN-1 states: 'The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects'. Paragraph 4.3.19 of EN-1 states: 'The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place'. Paragraph 4.4.5 in EN-1 states: 'The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate'. The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in ES Appendix 17.2: Long List and Short List of Other				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in ES Chapter 17: Cumulative Effects (document reference 6.17). The detailed assessment of shortlisted other developments is presented in ES Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3). ES Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3) outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economic, recreation and tourism impacts).				
9-4.15	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.				
9-4.16	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) identifies any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.				
9-4.17	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences." Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.18	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) and ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) consider the potential impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from ES Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures will be in place to reduce impacts. These include: traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures are presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.	X	X	X	
9-4.19	Concern that access to the Gipping Valley Angling Club (GVAC) is required for members at all times	National Grid is not proposing to restrict access to any lakes in this section.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	for their rights to fish these lakes and for regular maintenance which needs to be carried out / Request for National Grid to provide assurance that GVAC will be able to cross the proposed construction road in a safe way to access the club / lakes					
9-4.20	Concern that National Grid's intention to alter the existing UK Power Networks (UKPN) overhead line to underground cables in the area to the north west of Mellis / east of Burgate will directly impact the following: parish footpaths and bridleways making them unusable to horse riders, walkers, dog walkers and Mellis Cani-Cross Group (e.g. at Pylons RG97, RG99, RG100, RG106, RG107, RG109, RG110, RG114, and RG115); listed buildings, including Burgate Church; farmland; flood control; birds (e.g. between Pylons RG097 and RG115) / Concern about cumulative impact of replacing existing UKPN overhead line to underground cables and Pylon RG106 on an ancient drover's lane, Stoney Bridge Lane leading to Furze Way (bridleway and walking route)	National Grid notes this comment. An assessment of the impact of the Project on Public Rights of Way (PRoW), listed buildings, farmland, local flooding and birds is set out in the Environmental Statement (ES), Chapter 6: Agriculture and Soils (document reference 6.6), ES Chapter 11: Historic Environment (document reference 6.11), ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12), ES Chapter 13: Landscape and Visual (document reference 6.13), ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), ES Chapter 16: Traffic and Transport (document reference 6.16) and ES Chapter 8: Ecology and Biodiversity (document reference 6.8), respectively. The ES includes details about the level of impact created and the mitigation proposed in relation to the Project. With regard to flooding and land drainage, the assessments conclude that, with controls and mitigations in place, there would be no likely significant	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		effects associated with the undergrounding works. Mitigation measures include provision for drainage, and controls on dewatering activities. With regard to agriculture and soil (including areas between RG097 and RG115), the assessments conclude that there would be likely significant effects on soil resources and agricultural land across the Project. Mitigation measures include good practice for soil handling, meaning land required temporarily for construction (such as undergrounding works) is reinstated where practicable to its pre-construction use or condition (or as discussed with the landowner). Additional mitigation measures include provisions for access, livestock water supplies and land drainage, meaning there would be no likely significant effects on agricultural landholdings. Impacts on health and wellbeing (physical and mental) arising from changes to PRoW are considered in ES Chapter 10: Health and Wellbeing (document reference 6.10). Taking account of the proposed undergrounding, the location of Pylon RG106 and construction phase and PRoW-specific mitigation proposed in the area between Burgate and Mellis, no permanent likely significant effects on health and wellbeing (physical or mental) are identified. With regard to birds between Pylons RG097 and RG115 the proposed undergrounding will have a short-				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		term impact on available nesting habitat due to temporary loss of vegetation during construction. However this is considered to be a small-scale temporary impact and will not have a significant impact on birds on a local level or above. Mitigation measures are proposed and included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) to ensure no direct impact on birds are encountered. An Outline PRoW Management Plan (document reference 7.6) has been submitted as part of this DCO application. This document sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The Outline PRoW Management Plan has defined the management of the PRoW in the area between pylons RG97 and RG115. The PRoW will be temporary closed for the duration of the works with managed access, that is, allowing a safe passage throughout of the PRoW users. Footpath W-389/002/0 and bridleway W-172/022/0 will be temporary diverted for a short duration to allow for various construction activities. The diversion will follow a similar alignment to the existing PRoW, resulting in a minimum increase in journey time and distance.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Footpaths W-172/036/0 and W-172/027/0 will be temporary diverted for a slightly longer period of time and would approximately be less than 2.5 months. The diversion length will slightly increase the journey time by approximately 1-2 minutes. As a result, the magnitude of impact on the PRoW is considered negligible or minor and the overall effect has been classified as not significant.				
9-4.21	Concern about the impact of the Project on bridleways due the impact of overhead lines on horses (e.g. at Pylons RG99, RG106, RG107, RG114, and RG115)	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences." Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the potential direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in	X		X	

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		accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, with particular focus on equestrian activities.				
9-4.22	Concern that increase in Road Traffic Collisions (RTC's) has the potential to lead to road closures and diversions which would impact on Suffolk Constabulary's (SC's) roads policing capacity and the local community	National Grid notes the respondent's feedback. The Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) and the Transport Assessment (document reference 7.11) submitted with the Development Consent Order (DCO) application, includes an analysis of the collision data to identify patterns in accident locations in order to establish any areas of safety concerns or potential hotspot for accidents that needs to be considered. Further details on road closures and diversions are provided in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	X			
9-4.23	Concern about the impact of Pylons RG118 and RG119 on the main Norwich to London railway line (e.g. travel disruption given that the Project crosses the railway line at this location)	National Grid notes the respondent's feedback. We are proposing a change to the alignment between RG113 and RG118 (now RG119) which would move the alignment further east towards the railway, away from the respondent's property.			X	
9-4.24	Oppose the potential relocation of Pylon PL35 (existing 132kV overhead line) from the southern side of Bulls Ash Corner to the northern side of	The Distribution Network Operator (DNO) mitigation will require a sealing end platform (SEP) pylon to transition to the existing 132 kV overhead line to the new 132 kV			X	

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	Bulls Ash Corner (as raised in meeting with land agent for National Grid) due to impact on farming operations, and request for confirmation of location of Pylon PL35. With this, request for meeting with UK Power Networks (UKPN) in relation to this pylon	underground cable. Working area is retained around the existing PI35 pylon to upgrade the existing pylon if possible, which will be confirmed at the DNO's detailed design stage. If the existing PL35 pylon does not have the required capacity and in a suitable condition, a new SEP pylon will be required. In this instance, the location for the pylon is at the field boundary with only the temporary work area extending onto the beet pad to minimise permanent farming impact.				
9-4.25	Concern about structural damage resulting from construction of haul road on old timber property in Cotton (address provided by respondent), and request for mitigation from structural damage due to vibration	National Grid acknowledges the concern raised regarding potential structural impacts on the respondent's timber-framed property in Cotton due to vibration from the construction of the haul road. The Environmental Statement (ES) includes assessment of potential vibration impacts along the haul road corridor, including consideration of sensitive receptors such as heritage buildings and timber structures. Based on the predicted construction activities in this location and the separation distance to nearby properties, the potential for vibration-induced structural damage to the property is assessed as low. However, National Grid recognises the specific sensitivity of older timber buildings and will ensure that vibration controls are implemented in accordance with the Outline Code of Construction Practice (CoCP) (document reference 7.2), including construction method selection and, where appropriate, site-specific monitoring. These			X	

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		controls are designed to prevent damage to nearby properties and will be secured through the final CoCP and contractor management processes.				
9-4.26	Concern about the impact of Pylon RG162 and adjacent pylons on respondents property on Mill Lane, Creeting St Peter (address provided by respondent) (e.g. impact on property value)	If a property owner has concerns over how the Project may impact their property, they should contact the Project lands team. Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD At present there is no legislation that requires National Grid to compensate homeowners for the loss of a view or perceived impacts on property prices.			X	
9-4.27	Concern about the impact of the Project on access to respondents property on Mill Lane (address provided by respondent) during the construction period if Mill Lane is blocked westwards towards Stowmarket by snow or heavy rain (e.g. as the road eastwards on Mill Lane is invariably blocked during such periods by water draining from the fields)	The site Project team would monitor the impact of weather on site access roads and construction routes, any significant impact would result in a review of the local requirements and adjustments to site access made, this may include a temporary stop during significant weather events or mitigation to allow continued use.			X	
9-4.28	Suggest that commitments to socio-economic benefits for Suffolk from the Project should be set out in a deed of obligation or similarly binding	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and			X	

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	agreement, including the following commitments: - A requirement for project contractors to employ and train Suffolk residents; - A requirement that Suffolk businesses are made fully aware of contract opportunities and are given support to build the capacity needed to bid successfully for contracts, in a similar way to support for the local supply chain provided by the Sizewell C Supply Chain project. The support could be facilitated through the Suffolk Supply Chain project, which uses the learning from the Sizewell C Supply Chain project and is managed by Suffolk Chamber in partnership with Suffolk County Council; - A requirement to set up a community fund to mitigate the impact of the project on communities and businesses within its vicinity	workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-Economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development. However, we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. The socio-economic effects of the project are assessed in Chapter 15: Socio-Economics, Recreation and Tourism of the ES (document reference 6.15). Post construction job opportunities are limited given the nature of the development. However, we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community				

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		benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
Construction Impacts						
9-4.29	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document	X	X	X	

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		reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (WSI) (document reference 7.5).				
9-4.30	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The Outline CTMP provides details about the proposed construction access strategy that has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors, using a combination of more suitable Local Road Network connections from the Strategic Road Network, and temporary haul roads for access along the proposed alignment. The Outline CTMP highlight any measures to reduce impacts to other road users from construction traffic related to the Project. Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding	X	X	X	

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		modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the Development Consent Order (DCO) application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts				
9-4.31	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic and vibration due to	X	X	X	

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		additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the				

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		implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP sets out the required mitigation measures and environmental commitments that will be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				
9-4.32	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	The Construction Access Strategy has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors, using a combination of more suitable Local Road Network connections from the Strategic Road Network, and temporary haul roads for access along the alignment. Further details of the Construction Routing Strategy are included within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the Local Highway Authorities and National Highways. An AIL routing strategy containing details about these	X	X	X	

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		movements are submitted in support of the Development Consent Order (DCO) application.				
9-4.33	Criticism that the two traffic count figures used as a baseline for the B1070 have a significant difference for the same road	The two figures represent data collected from different locations along the same road. The discrepancy arises because one of the sites reflects traffic at the access to and from the A12 northbound carriageway, capturing traffic flows associated with this specific junction, while the other figure represents general through-traffic at a separate point closer to Holton St Mary.			X	
9-4.34	Concern that respondent has a telephone line which runs along the side of their drive which will need to be put underground, and that whilst work is carried out to bury the line, the respondent will have no means to access their property	Third party utility providers would undertake any mitigations work in liaison with any private property owners and agree a management plan to ensure both access disruption is minimised whilst ensuring works can be safely undertaken.			X	
9-4.35	Criticism that National Grid proposed to build a support centre where a tree lined lane is situated with an oak tree which will have a Tree Preservation Order (TPO)	National Grid has noted the respondent's feedback, the highways laydown area on the lane stated is not anticipated to impact the oak tree mentioned. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, including on trees and hedgerows and this has identified any need for additional mitigation.			X	
9-4.36	Concern that the Project will exacerbate flooding issues in the areas around Bramford, Somersham, and Needham Market (which were badly affected	The impacts of the Project on flooding and drainage (during its construction and operation) have been appraised within the Flood Risk Assessment (FRA) (document reference 7.9) that has been submitted with	X		X	

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	by flooding in the previous winter; e.g. due to ground compaction during construction)	the Development Consent Order (DCO) application. The FRA (document reference 7.9) assesses flood risks from the River Gipping, the main river catchment local to Bramford and Needham Market, as well as surface and groundwater sources and identifies measures and controls to manage rainfall runoff from the working areas during construction and to ensure that existing land drainage systems are not degraded. Commitments have also been made within the Outline Code of Construction Practice (CoCP) (document reference 7.2) to the proper handling and storage of soils during construction to avoid detriment to soil structure and land drainage. These measures and controls will be implemented to prevent increases in flood risk.				
9-4.37	Concern that the Project at Wickham Skeith is in an area that is liable to flooding and includes the area around Eastlands Farm, which is noted by National Grid to be a flood area / Concern that the Project will increase flooding in Wickham Skeith (in particular Finningham and Thornham)	National Grid has completed an Environmental Impact Assessment (EIA) for the Project. The results are presented in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project to support and	X			

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		inform the EIA. The FRA describes the measures that will be put in place to manage construction and operational flood and land drainage impacts to ensure the development is safe from flooding over its lifetime and that off-site flood risk is not increased. ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) includes consideration of potential impacts on flood risk from all relevant sources, including the River Dove and key surface water flood risk areas in Wickham Skeith, including both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life.				
9-4.38	Criticism regarding consideration of flooding in the vicinity of Gislingham (comment made in relation to the Environmental Impact Report (EIR)) / Criticism that section 12.6.57 of the EIR states that "the Recorded Flood Outline dataset (Environment Agency, 2022c) shows no areas within Section B that have previously been flooded" but this is incorrect as the village regularly sees significant flooding with Mellis Road and Burgate Road to the north of the village, Thornham Road to the east and Finningham Road to the south which often become impassable along with sections of the B1113	The national data set of recorded flood outlines from the Environment Agency, referenced in the Preliminary Environmental Information Report (PEIR), has been supplemented with more local data sources, collected for example from the Lead Local Flood Authorities, and the consultation feedback that has been received, and this information has been used to inform the Flood Risk Assessment (FRA) (document reference 7.9) and Environmental Statement (ES) Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12). National Grid has sought to reduce the impact on areas prone to flooding through the routeing and siting of infrastructure to avoid Flood Zones where practicable, which has largely been achieved for the			X	

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	through Finningham at the crossing of the River Dove)	River Dove floodplain near Gislingham. Where avoidance has not been practicable (for proposed pylon RG118), the FRA (document reference 7.9) identifies the measures necessary to ensure the safety of the Project from flooding over its lifetime, and that flood risk is not increased during the construction or operation of the Project.				
9-4.39	Concern that National Grid's plans to use underground cables instead of the existing 132 kV overhead lines between Middle Wood Offton and Bramford will impact St Mary's Church, Offton (which is a Grade I listed building) / Request for further information regarding the use of underground cables in this area	National Grid is proposing a new 400 kV overhead line from Norwich Main Substation to Bramford Substation. To facilitate the 400 kV overhead line, it must cross the route of some existing 132 kV overhead lines. To maintain statutory electrical clearances these existing 132 kV assets must be diverted or underground. We are proposing the undergrounding and diverting of the existing assets to facilitate the Project. In this particular location the existing 132 kV (known as the PI route) is proposed to be underground from PI35 (located to the north of Offton) all the way to the existing terminal pylon PI15 (located north of Bramford Substation). The undergrounding of the 132 kV line will likely introduce temporary plant noise and movement into the setting of the church during the construction phase of the Project. Standard construction mitigation would be adopted as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Changes to			X	

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		the setting would be temporary and would be reversed once the construction phase is completed. Therefore, there is likely to be a temporary minor adverse significance of effect on the asset (not significant). There will be no change to the setting of the church during the operational phase of the Project.				
9-4.40	Concern that remedial work for the Project would be necessary on much of the (farm) land (given that drainage measures are essential and expensive on the type of clay-land), and suggest that the sums being offered for this scale of disruption are not sufficient (for farmers)	Information on how landowners are compensated for the construction phase of the Project and any permanent apparatus installed on land can be found in the National Grid Land Rights Strategy document, which is available on the Project website. Landowners would be compensated in line with the compensation code, which should cover the costs incurred during construction.	X			
9-4.41	Concern about noise and light pollution in dark skies area from construction work between Pylons RG97 and RG119 (e.g. given that flood lights will be needed to light the construction which will visually impact the dark night skies with light pollution)	National Grid has undertaken an Environmental Impact Assessment (EIA) which assesses potential construction impacts of the Project and is presented in the Environment Statement (ES) (document reference Volume 6: Environmental Statement). Chapter 14: Noise and Vibration of the ES (document reference 6.14) presents the assessment of construction noise. This chapter includes details about the level of impact created and the mitigation proposed in relation to the Project. The contractor is required to employ best practicable means to reduce the potential effects of construction noise. With appropriate noise	X		X	

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		mitigation, significant adverse effects from construction noise are not expected at this location. Exterior and interior lighting would be provided at the substation sites to allow for safe movement and the operation of equipment. All lighting would be designed in accordance with the appropriate design standards and expected to include the use of motion detection triggered and directional lighting to reduce the potential for effects of concern. Further details are provided in ES Chapter 4: Project Description (document reference 6.4). Embedded mitigation details relating to lighting are presented in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Any operational lighting associated with the permanent assets such as Cable Sealing End (CSE) compounds and the East Anglia Connection Node (EACN) substation have been considered within the EIA. Night-time effects on designated landscapes, landscape character and visual amenity during construction and operation are assessed in ES Chapter 13: Landscape and Visual (document reference 6.13).				
9-4.42	The highways and transport effects arising, including the increased use of Suffolk's principal and local road network by construction phase HGV's / LGV's, the requirement for temporary diversion of traffic due to road closures and route diversions are likely to significantly impact on	National Grid notes the respondent's feedback. The impact due to the expected increase in traffic volumes during the construction phase is assessed in Chapter 16: Traffic and Transport (document reference 6.16) of the Environmental Statement (ES) and the Transport	X			

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	Suffolk Constabulary's (SC's) service / operational capacity and resources	Assessment (document reference 7.11) submitted with the Development Consent Order (DCO). The assessments recommend potential mitigation measures required to minimise the negative impacts of traffic on local communities, with a special focus in sensitive areas like residential zones, school areas, and near community facilities. The Transport Assessment (document reference 7.11) includes junction capacity assessments for several junctions within the Strategic Road Network, Major Road Network and Local Road Network in Suffolk. The junction capacity assessments show that the majority of the junctions would operate within capacity during the worst-case peak. Where this is not the case, temporary mitigation has been proposed to improve the operation of the junction and reduce the likely impact on road users. Therefore, and considering that the likely impact of the Project's construction traffic would be temporary and short term, it is considered that the Project would not have a substantial impact upon the operation of the road network. National Grid is in discussion with Suffolk Constabulary regarding the potential impact of the Project on Suffolk Constabulary's operational capacity and resources.				

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9-4.43	Concern that a mains gas line will need to be relocated for the Project (near Cotton)	To facilitate the Project National Grid does not anticipate a diversion to the National Gas owned gas main near Cotton, There is the potential, based on induced currents from the 400 kV overhead line, that alternating current mitigation measures may need to be installed to the Yelverton to Stowmarket ferrous pipeline operated by National Gas at Cotton. The scope and extent of such mitigation measures will be dependent on the final design arrangements of the Project which will continue to evolve within the parameters of confirmed Limits of Deviation. Factors including crossing angle and clearance height, length of parallelism, site specific soil resistivity etc combine to define the requirement for mitigation. The mitigation itself is typically achieved by the installation, alongside the ferrous pipeline (in an area which is likely to have been previously disturbed during construction), of additional earthing which extends away from the crossing point. Consultation between National Grid and the relevant utility provider will confirm the requirement for installed mitigation, based on the final 400 kV design arrangements, which will be implemented by the relevant utility provider under their existing utility operation and maintenance provisions.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.44	Concern that the haul roads built on agricultural land will result in greater risk of flooding in Gislingham	A Flood Risk Assessment (FRA) (document reference 7.9) has been produced and submitted with the Development Consent Order (DCO) application. The FRA describes the measures that will be put in place to manage construction and operational flood and land drainage impacts to ensure the development is safe from flooding over its lifetime and that off-site flood risk is not increased. Haul roads built on agricultural land will be served by linear drainage features that capture rainfall runoff and convey it to attenuation ponds prior to infiltration to ground (where conditions are suitable) or discharge to local watercourses. Following completion of the works, the land will be reinstated. These measures will ensure no increase in flood risk to neighbouring lands, including at Gislingham.	X		X	
9-4.45	Concern relating to construction traffic using the route from Gislingham to Burgate Road which already floods from all directions, is single track, and is not suited for heavy construction vehicles	Details of the proposed Primary Access Routes for construction of Norwich to Tilbury were shown on the Construction Access Plans presented during the 2024 statutory consultation. It is not proposed for Burgate Road to be used as a Primary Access Route for construction. For this section of temporary haul road, the Primary Access Routes are from the A143 to the north, and the B1113 and Wickham Road from the south. Details of the proposed haul road and access arrangements are provided in the Outline Construction				

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		Traffic Management Plan (CTMP) (Document Reference 7.3)				
9-4.46	The proposed works around Bramford Substation and on the 400 kV overhead lines are within the East Anglia Three (EA3) Order limits on land owned by the respondent. It is imperative that the works around Bramford substation are designed to ensure there is no impact on East Anglia Three Limited (EATL). Access to the EATL converter station must be maintained at all times during both the construction and operational phases of the proposed works. National Grid should not restrict or interfere with EATL assets during the proposed works	National Grid has been and would continue to collaborate with East Anglia Three Limited on proposed interfaces to ensure that access remains to the East Anglia Three Limited converter station during construction and operation.			X	
9-4.47	Access and maintenance rights by East Anglia Three Limited (EATL) to the Sustainable Drainage System (SuDS) Pond and surrounding land forming part of the drainage systems of the substation must be maintained at all times. Temporary surface water management measures must be put in place by National Grid to prevent waterlogging or interference with the existing drainage systems and the SuDS Pond during the proposed works. National Grid must also address and resolve any issues relating to the run-off from construction activities undertaken in connection with the works.	National Grid has engaged with East Anglia Three Limited on the Sustainable Drainage Systems (SuDS) pond to design out potential clash with the East Anglia Three SuDS pond and will ensure the drainage systems of our own works complying with applicable laws on protected species within the vicinity of proposed works. The Project impacts from run-off will be managed during construction by competent contractors.			X	

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	National Grid should also follow any statutory requirements that apply to any protected species that are present in the SuDS Pond and throughout the areas of landscaping including woodland, hedgerows and meadow grassland					
9-4.48	Protective measures should be installed at the East Anglia Three Limited (EATL) cable crossings within the boundary of National Grid's works, if requested by EATL / ScottishPower Renewables (UK) Limited (SPRUKL). These protective measures should also consider National Grid's landscaping proposals near the cables. National Grid should not restrict or interfere with the installation or operation of EATL's cable connections	National Grid would continue collaborating with East Anglia Three Limited to determine if and where additional protective measures are required for cable crossings. Such measures would be holistic in design encompassing all requirements in the area to progress safely and with consideration to landscaping proposals. National Grid would also continue to engage with the East Anglia Three Limited team during construction to ensure installation and operational works of both Norwich to Tilbury and East Anglia Three Limited projects.			X	
9-4.49	Consideration is needed to ensure that any landscaping installed by National Grid does not undermine East Anglia Three Limited's (EATLs) landscape management plans, requirements and strategies imposed by the Development Consent Order (DCO). This includes proper consideration for the removal and subsequent reinstatement of landscaping and woodland to facilitate the proposed works, if required. This includes due	During the preparation and finalisation of mitigation proposals for the Project, and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), consideration has been given to other schemes, such as the East Anglia Three Limited's landscape management plans and the requirements and strategies imposed by the associated Development Consent Order (DCO). Mitigation measures are described within each environmental chapter. The Outline Landscape and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	consideration of protected species and other ecological enhancements that may be required	Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) submitted with the DCO application contain a list of relevant good practice measures to avoid or reduce impacts. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. National Grid has engaged with Scottish Power Renewables to identify and design out unmitigable conflicts. Where interfaces between the two projects occur, these will be managed during the construction phase.				
9-4.50	Concern that the Project will increase flood risk to Burgate Little Green / Burgate / Wortham which is already prone to flooding (e.g. with some residents still living in temporary accommodation due to flooding of home in 2023/2024; as a result of disruption to the natural drainage of surrounding farmland, from undergrounding of the UK Power Network to the east of Burgate, and damage to verges and ditches caused by HGVs and construction traffic)	The Project has secured a suite of controls that will prevent disruption of existing land drainage routes (or pre-provide alternatives where this cannot be avoided) as well as to capture and manage surface water runoff from land within the draft Order Limits. These measures are described in the Outline Code of Construction Practice (CoCP) (document reference 7.2) and have informed the Flood Risk Assessment (FRA) (document reference 7.9) that has been produced. The Project has collected local flood risk data to inform the FRA has engaged with Suffolk County Council, the lead	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		local flood authority for the Burgate Little Green area, to gain local knowledge and shape the control and mitigation measures required to prevent flood risk impacts.				
9-4.51	Concern that heavy construction traffic as part of the Project will result in deterioration in road conditions exacerbating safety risks and imposing financial burden on the local authority for repairs and maintenance (e.g. at Offton and Willisham)	The Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) includes details of proposed pre-condition and post-condition surveys and included allowance for remediation works where changes to the condition have occurred.			X	
9-4.52	Concern about the replacement of the existing UK Power Networks (UKPN) connection with underground cables to the east of Mellis (adjacent to Pylons RG101 to RG109) proposed as part of the Project due to impact on soil stability / vibrations from construction activities / impact on land drainage (e.g. therefore impact on heritage buildings and flooding), and / or suggest that the proposed underground cables for the existing UKPN connection should be within the same footprint as the overhead line for the Project	UK Power Network 132 kV underground cable trenching is of a significantly smaller scale and impact than that of 400 kV underground cable trenching and so the impacts across vibrations and soil stability are much lesser. Good practice soil handling measures are detailed in Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2). In addition, a Construction Vibration Assessment has been conducted as part of Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14) and submitted with the Development Consent Order (DCO) application. No buildings/structures have been identified in this area as being in close proximity to potential works with the potential to result in high vibration levels, without mitigation. This will be reviewed by the contractor as	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		part of the specific noise and vibration assessments and specific measures will be put in place to manage and reduce vibration levels. The potential for undergrounding works to impact on land drainage and flood risk are assessed within the Flood Risk Assessment (document reference 7.9) and measures to mitigate effects are described within and secured through inclusion in the Outline CoCP (document reference 7.2). The works to the UK Power Network 132 kV PKF overhead line underground cable diversion must be undertaken when the overhead line circuit is live and so it isn't preferred from a health and safety standpoint to construct under the overhead line where avoidable. Instead the proposed underground cable diversion follows field boundaries where reasonable to mitigate land use impacts. National Grid has undertaken a detailed Environmental Impact Assessment (EIA) for the Project in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The results are presented in the Environmental Statement (ES), including Chapter 11: Historic Environment (document reference 6.11), supported by ES Appendix 11.2: Historic Environment Assessment Tables and ES				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The assessment of potential heritage impacts from all aspects of the Project, including the proposed underground cables in the vicinity of Mellis, has been carried out in line with established guidance and legislation, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, and relevant best practice from Historic England. The methodology has been discussed and agreed with key stakeholders, including Historic England and the relevant Local Planning Authorities. Where underground works are proposed, including trenching and associated construction activity, the potential for impact on buried archaeological remains and the setting of nearby designated and non-designated heritage assets has been considered. Where assets of archaeological interest are present, appropriate mitigation, such as archaeological monitoring or investigation, is proposed in line with the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). Further safeguards are outlined in the Outline Code of Construction Practice (document reference 7.2).				

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		Any potential impacts from vibration or ground disturbance during construction will be managed through appropriate construction methodologies and mitigation measures, as set out in the ES. We are confident that the assessment of heritage assets in this area has been thorough and proportionate.				
9-4.53	Concern that the Old Rectory, Burgate and many local business including breweries, distilleries, farms, and homes draw water from the local aquifer that sits directly underneath the construction area of the Project. Concern that if this water source is contaminated, then the respondent will be forced to undertake extensive and expensive works to bring mains water to the property and to amend the plumbing to accommodate the new supply. This is an expense which would only incur if the works associated with the Project proceed, so request that National Grid cover all associated costs and compensate the respondent for financial loss, distress, and inconvenience if this occurs	National Grid is working with Local Highway Authorities and National Highways as we develop access proposals for the Project. Our assessments have included visibility and highway geometry. The Primary Access Route (PAR) to pylon RG125 via Wickham Lane is selected as the preferred route. Alternative routes were discounted through assessment and identifications of constraints and requirements. Mitigation measures for road safety on the PARs have been developed where required. This includes temporary traffic management measures such as speed limit reductions, temporary signals, and/or passing places. Mitigation measures would continue to be developed further through design development. As part of the design of the access proposals we have agreed specific prescribed routes, PARs, which the contractor would be required to use. The access from Daisy Green Lane is for the maintenance access and is not defined as a PAR.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.54	Concern about access to Pylons RG125 via Wickham Lane and RG127 via Daisy Green Lane (e.g. lack of passing places, unsuitability of roads for HGVs, impact of construction traffic on residents, lack of crossing points and footways)	National Grid has engaged with Network Rail throughout the design process to ensure that during delivery rail operations remain operable and efficient.			X	
9-4.55	Suggest that there should be a speed limit for vehicles travelling to and from the Project of 20mph as vehicles pass Holton St Mary, and a speed limit of 10mph as vehicles approach and pass through the junction of Hadleigh Road (the B1070 leading to Raydon) and Sandpits Lane	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles and has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route will act as a bypass for Holton St Mary during construction. Through this process, National Grid has also considered alternative routes for this bypass, including the use of the historic railway alignment. These alternatives were discounted through assessment and identification of constraints and requirements.			X	X
9-4.56	Concern about access to Holton St Mary during construction (e.g. will the roads be passable after construction working hours; how will walking access be impacted) and suggest that traffic lights are provided across haul road to existing paths	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles and has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route will act as a bypass for Holton St Mary during construction.	X			X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Through this process, National Grid has also considered alternative routes for this bypass, including the use of the historic railway alignment. These alternatives were discounted through assessment and identification of constraints and requirements.				
9-4.57	Concern about the impact of the Project on existing overhead lines and underground water pipelines along Sandpits Lane, and suggest that mitigation measures should be considered / suggest that alternative routes for these or supplies should be provided	Utilities information has been mapped for the Project, and these assets have been avoided as far as practicable. Where unavoidable, National Grid and their contractors will work with the asset owners to ensure that services remain unaffected. In some cases this may result in diversions, particularly for overhead lines.	X			
9-4.58	Suggest that construction traffic for the Project should only be allowed on two lane roads in this Section, and suggest that no construction traffic should pass through Burgate and instead should be from Mellis Road (e.g. to mitigate safety risk and impact on trees and hedgerows)	National Grid has worked with the local highway authorities and National Highways as we develop our access proposals for the Project. As part of the design of the access proposals we have agreed specific prescribed routes, known as Primary Access Routes (PARs) which the contractor would be required to use. Construction would not pass through Burgate and would not use Mellis Road as it is not an identified PAR for the Project.			X	
9-4.59	Criticism that the mitigations in 5.3.8 of the Preliminary Environmental Information Report (PEIR) / Criticism that controlling speed on haul roads will not make much difference / Concern that National Grid standard procedures are insufficient	National Grid has undertaken an Environmental Impact Assessment (EIA) which assesses the potential construction impacts of the Project and is presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). Details			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	to control its construction teams and contractors to the level required to adequately mitigate these issues	on relevant mitigation measures to reduce effects are noted in relevant topic chapters of the ES and management documents such as Code of Construction Practice (CoCP) (document reference 7.2) and Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
9-4.60	In relation to climate change resilience, suggest that the Project should avoid areas vulnerable to coastal change in Suffolk, including inundation and surface water flooding which would have an adverse impact on the highway network and access to the Project	The Projects design and siting of infrastructure has avoided areas that are vulnerable to coastal change in Suffolk and has been informed by a Flood Risk Assessment (document reference 7.9) which has appraised risks from a range of sources, including surface water, rivers (with tidal influence where applicable). The Flood Risk Assessment (document reference 7.9) has also assessed the predicted effects of climate change on river flows and rainfall intensity to ensure the Project is resilient over its lifetime, including the surface water drainage systems that will serve the Project.		X		
9-4.61	Concern that construction for the Project will reduce the availability of car parking spaces at Hawkins Farm Barn, Mendlesham Green (e.g. due to the presence of construction vehicles and the need to store materials and equipment), and that changes to road layouts and closures will impact existing parking arrangements	National Grid acknowledges the respondent's feedback but Hawkins Farm Barn is located approximately 800 m away from the Project. Additionally Mendlesham Green Road that Hawkins Farm Barn is on, has not been identified as a Primary Access Route for the Project. Therefore, the Project would not impact on existing parking arrangements at Hawkins Farm Barn.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
9-4.62	Comment supportive of engagement that has taken place / feel listened to	National Grid notes the respondent's feedback.			X	
9-4.63	Comment supportive of the Project in this section	National Grid notes the respondent's feedback.			X	
9-4.64	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	X		X	
9-4.65	Criticism that the Project is too close to existing 400 kV infrastructure for the map to not show this	National Grid have a filter on our interactive map that shows existing overhead infrastructure. This can be toggled on or off. We also had existing overhead lines shown on our 3D visualisation tool that was available at our public information events.			X	
9-4.66	Criticism that the construction work on the B1113 for a substation is an at risk investment which indicates National Grid's pre-determined intent to run the Project at this location / Suggest that this should not be considered in deciding the outcome for the Project	National Gird has not started any construction work for the Project. National Grid is carrying out several other developments in the area that are undergoing construction work such as the Bramford to Twinstead project and works relating to the North Falls and Five Estuaries projects. These projects are being developed separately to our proposals for Norwich to Tilbury and are part of the wider Great Grid Upgrade to connect new sources of renewable energy into the grid.			X	
9-4.67	Criticism of the Project between Shelfhanger and Finningham, which has 16 directional changes in addition to a large curve in the route to avoid	The Holford Rules provide guidance to the establishment of an overhead line route rather than absolute parameters. A summary of the Holford Rules			X	

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	Roydon and Diss (e.g. in contradiction with the Holford Rules)	is provided within Appendix I22 of this report. This is emphasised by the inclusion of phrasing such as '..if possible..' in Rule 1 and '..other things being equal..' in Rule 3. A balanced decision is therefore made about routeing decisions to seek to reduce effects taking into consideration the presence of homes, environmental features and other constraints. In this location National Grid has considered a variety of route options encompassing alternative routes to the east of Diss, further to the west of the Project alignment as well as a variety of localised amendments. The basis for selection of the route is as out in the 2023, 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15) which also sets out the decision making that leads to the Project progressing on the basis of overhead line. In the absence of new information or the identification of other factors no change in response to this feedback specifically is proposed, with the project progressing in a manner consistent with the Holford Rules to the extent possible due to the local circumstances. A summary of the Holford Rules is provided within Appendix I22 of this report.				
9-4.68	Criticism of the Project's additional 'V' shape construction to facilitate access in and out of	The Holford Rules provide guidance to the establishment of an overhead line route rather than absolute parameters. A summary of the Holford Rules			X	

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	Bramford (e.g. in contradiction with the Holford Rules)	is provided within Appendix I22 of this report. This is emphasised by the inclusion of phrasing such as '..if possible..' in Rule 1 and '..other things being equal..' in Rule 3. A balanced decision is therefore made about routeing decisions to seek to reduce effects taking into consideration the presence of homes, environmental features and other constraints. In this location National Grid has considered a variety of alternative alignments to meet the Project need, as set out in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) and the 2023, 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15) but considered them less preferred. The 'V' shape provides the new reinforcement that best meets the duties and policies that guide project development and within which National Grid must operate. The 'V' shape reflects the location of existing assets to which the Project needs to connect as well as the location of new connections (such as the East Anglia Connection Node (EACN) substation) and constraints to route development. In the absence of new information or the identification of other factors no change in response to this feedback is proposed.				
9-4.69	Scoping and Assessment Work is required to identify the likely effects (impacts) of Abnormal Indivisible Loads (AIL's) Mobile Cranes and	National Grid notes the respondent's feedback. The Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) and the Transport	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Engineering Machinery, HGV traffic generation, the construction workforce and plant / machinery / material storage on Suffolk Constabulary's (SC) operations, and this needs to be included within the Environmental Statement (ES) or in an accompanying Technical Assessment	Assessment (document reference 7.11) submitted with the Development Consent Order (DCO) application assess the impact of the expected increase in traffic volumes during the construction phase. National Grid has engaged with Suffolk Constabulary on the proposed Abnormal Indivisible Loads (AiL) movements and routes. Their inputs have led to amending AiL routes and developing an AiL movement strategy outlined within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
9-4.70	Scheme Design, Mitigation and Management Measures are required to avoid, reduce and mitigate for the likely impact on Suffolk Constabulary's operations during the construction phase of the development, and this needs to be included within the Environmental Statement (ES) or in an accompanying Technical Assessment	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures for impacts on traffic and transportation (where relevant to construction) are presented in the Outline Code of Construction Practice (CoCP) (document reference 7.2), and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid has engaged with Suffolk Constabulary on the proposed Primary Access Routes (PAR) and required mitigations which is all outlined within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3)				
9-4.71	Suitable Development Consent Order (DCO) Requirements and / or Heads of Terms of Agreement via a Section 106 planning obligation are required to secure funding and new facilities provision, as necessary, to increase the capacity and maintain service levels delivered by Suffolk Constabulary's (SC) estate, vehicle fleet and staff assets to mitigate and manage the construction phase impacts arising, and this needs to be included within the Environmental Statement (ES) or in an accompanying Technical Assessment	National Grid is willing to engage in further discussions with Suffolk Constabulary to establish the need for securing mitigation measures arising from the construction phase (this would be in relation to the safe policing of abnormal loads through the county and policing demands arising from the presence of workers involved in the Project) and if necessary for this to be included, assessed and secured in the Development Consent Order (DCO). This will then inform whether any DCO requirement or planning obligation is necessary and would need to meet the tests set out in NPS EN-1. National Grid proposes to record the outcome of these discussions in a Statement of Common Ground (SoCG) between Suffolk Constabulary and National Grid.	X			
9-4.72	Suitable Terms of Reference, Membership and a Communications Strategy for a Transport, Community Safety and Cohesion Working Group are required to inform and assist the management of the construction phase of the Project, enabling a coordinated response from Suffolk Constabulary	Discussions between National Grid and Suffolk Constabulary are ongoing. The requirement for a Transport, Community Safety and Cohesion Working Group/Traffic Management Forum will be confirmed as part of these discussions.	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	(SC) and its blue light partners, and this needs to be included within the Environmental Statement (ES) or in an accompanying Technical Assessment					
9-4.73	Request for National Grid to work with Suffolk Constabulary (SC) together with its blue light partners to address their concerns at an early stage, and agree / secure suitable mitigation and management measures as part of the Development Consent Order (DCO) process	As part of the Development Consent Order (DCO) process, National Grid is working with Suffolk Constabulary and its blue light partners to address their concerns. Discussions between National Grid and Suffolk Constabulary are ongoing. The outcome of these ongoing discussions is recorded in a Statement of Common Ground (SoCG) between Suffolk Constabulary and National Grid.	X			
9-4.74	Criticism that National Grid has not engaged with Suffolk Constabulary (SC) at previous non-statutory stages of the Project / Request that National Grid work with Suffolk Constabulary (SC) through the Environmental Impact Assessment (EIA) preparation process in order to ensure that its operational capacity and resources are maintained, and that suitable mitigation and management measures are agreed / secured through the Development Consent Order (DCO) process	National Grid and its transport consultants had an initial meeting with Suffolk Constabulary in August 2024 at which operational capacity and resources were discussed. Further meetings have since taken place. Discussions between National Grid and Suffolk Constabulary are ongoing regarding Suffolk Constabulary's operational capacity and resources and suitable mitigation and management measures during the construction phase of the Project.	X			
9-4.75	Information provided that Community Policing Teams (CPT) and their supporting specialist officers are operating at capacity, and any additional demand for police, community safety and cohesion resources arising from the Project would require	National Grid has consulted with and is continuing to work with the Police across all four counties and has had initial discussions concerning Police resources.	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	mitigation funding (in the context of Suffolk Constabulary)	Discussions between National Grid and Suffolk Constabulary are ongoing regarding additional demand for police, community safety and cohesion resources arising from the Project and the case for any mitigation funding.				
9-4.76	Request that National Grid ensure that necessary mitigation and management measures are secured and implemented through Development Consent Order (DCO) Requirements, and / or through a Section 106 planning obligation as part of any DCO Approval (in the context of Suffolk Constabulary)	Discussions between National Grid and Suffolk Constabulary are ongoing regarding any necessary mitigation and management measures in relation to the safe policing of abnormal loads through the county and policing demands occurring because of the presence of workers involved in the Project. These discussions will inform whether any DCO requirement or Development Consent Obligation is necessary. Any development Consent Obligation would need to meet the tests set out in NPS EN-1.	X			
9-4.77	The Environmental Statement (ES) / Technical Assessment should undertake impact modelling of Abnormal Indivisible Loads (AILs) to determine capacity against demand (along with the duration period) where developer funding for dedicated police capacity is usually required to enable movements to be scheduled with certainty (in the context of Suffolk Constabulary)	National Grid has engaged with Suffolk Constabulary on the proposed Abnormal Indivisible Load (AIL) movements and routes. Their inputs have led to amending AIL routes and developing an AIL movement strategy, which is appended to the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), submitted with the Development Consent Order (DCO) application. Discussions between National Grid and Suffolk Constabulary are ongoing regarding modelling of police capacity to enable/escort AIL movements.	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Traffic modelling of key junctions during peak hours has been included in the Transport Assessment (document reference 7.11). Abnormal load vehicles have not been included as part of this assessment as such movements are not part of the worst-case construction periods and subject to specific route planning and timing restrictions. Therefore, any impact of AILs on general traffic is expected to be minimal.				
9-4.78	The Environmental Statement (ES) / Technical Assessment should undertake traffic modelling to enable Suffolk Constabulary (SC) to determine the need for any increase in Roads Policing, to manage safety on the road network, and minimise the likelihood of any incidents and accidents	National Grid notes the respondent's feedback. The Transport Assessment (document reference 7.11) submitted with the Development Consent Order application, carries out a capacity assessment of the junctions located at the primary access routes and identifies potential mitigation measures to minimise impacts due to potential traffic increase.	X			
9-4.79	Comments that proposed 'Control Measures' such as the preparation of a Construction Traffic Management Plan (CTMP) are welcomed / Request that Suffolk Constabulary (SC) would wish to be consulted by, and liaise with, National Grid in relation to this matter	National Grid notes the respondent's feedback. The X: Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) has been submitted as part of the Development Consent Order (DCO) application. National Grid has engaged with Suffolk Constabulary on the proposed Primary Access Routes (PAR) and required mitigations which is all outlined within the Outline CTMP (document reference 7.3). The Outline CTMP (document reference 7.3) will continue to be reviewed and updated in consultation with key stakeholders, including Suffolk Constabulary.	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.80	Information provided that community safety, cohesion and policing effects arising from the population increase linked to construction workers is likely to impact on Suffolk Constabulary's (SC's) service / operational capacity and resources - this includes the potential for increased crime and disorder arising against the person, and associated with the local evening economy	National Grid notes the respondent's feedback. National Grid has engaged with Suffolk Constabulary to discuss data requirements to aid police officer resourcing. National Grid is in discussion with Suffolk Constabulary regarding the potential impact of the Project on Suffolk Constabulary's operational capacity and resources.	X			
9-4.81	The community safety, cohesion and policing effects arising from the population increase linked to construction workers would need to be determined and included within the scope of the ES, and / or within a Technical Assessment accompanying an application for the Project (in the context of Suffolk Constabulary)	National Grid submitted an Environmental Impact Assessment (EIA) Scoping Report (document reference 6.19) to the Planning Inspectorate on 7 November 2022. The Planning Inspectorate (on behalf of the Secretary of State) formally adopted its Scoping Opinion (document reference 6.20) on 14 December 2022 which has informed the scope of the Environmental Impact Assessment for the Proposed Project. This does not include the topic of community safety, cohesion and policing effects to be assessed as these are not EIA matters. As outlined in Chapter 4: Project Description (document reference 6.4) of the Environmental Statement (ES) over the four-year construction phase, there would be a maximum peak day where approximately 1,720 full-time equivalent gross direct employees would be working on the Project over a length of 180km. Employees would be distributed across the route of the	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project rather than all being clustered in a single geographic area. National Grid is continuing to engage with the relevant constabularies affected by the Project, including Suffolk Constabulary, to understand any concerns and considerations for the construction period and how these may be addressed.				
9-4.82	Once the information relating to the community safety, cohesion and policing effects arising from the population increase linked to construction workers is presented and assessed, any necessary mitigation and management measures ought to be secured and implemented through DCO Requirements, and / or through a Section 106 planning obligation as part of any DCO Approval for the Project (in the context of Suffolk Constabulary)	National Grid submitted an EIA Scoping Report (document reference 6.19) to the Planning Inspectorate on 7 November 2022. The Planning Inspectorate (on behalf of the Secretary of State) formally adopted its Scoping Opinion (document reference 6.20) on 14 December 2022 which has informed the scope of the Environmental Impact Assessment for the Proposed Project. This does not include the topic of community safety, cohesion and policing effects to be assessed as these are not EIA matters. As outlined in Chapter 4: Project Description (document reference 6.4) of the Environmental Statement (ES) over the four-year construction phase, there would be a maximum peak day where approximately 1,720 full-time equivalent gross direct employees would be working on the Project over a length of 180km. Employees would be distributed across the route of the Project rather than all being clustered in a single geographic area.	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid is continuing to engage with the relevant constabularies affected by the Project, including Suffolk Constabulary, to understand any concerns and considerations for the construction period and how these may be addressed.				
9-4.83	Request for information to determine the nature of the construction workforce, their home origin and location of any temporary accommodation would need to be included within the scope of the Environmental Statement (ES) / Technical Assessment, and the following analysis is required (in the context of Suffolk Constabulary) - Overall numbers of FTE & PTE construction workers; - Numbers of construction workers disaggregated by month and year over the construction phase; - Home origin of construction workers and numbers (proportion) from outside of Suffolk; - Accommodation arrangements for non-locally based construction workers and their families – including provision of any temporary project accommodation on site, and the likely take up of holiday let, hotel and bed and breakfast accommodation locally.	Information regarding the potential number of local and non-local construction workers is provided in the Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15). However, due to the early stage of the design, the home of origin and location of temporary accommodation is unknown at the time of writing and have not been included within the ES (document reference Volume 6: Environmental Statement).	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.84	Request for information including a schedule of the plant, machinery and materials to be stored at construction compounds, and elsewhere, and the security measures to be employed (including crime reporting procedures - to Suffolk Constabulary) is required, and would need to be included within the scope of the Environmental Statement (ES) / Technical Assessment	The programme and scope for the construction phase of the Project is currently still in the process of development. Details on the need for and location of temporary compounds and laydown areas can be found in Environmental Statement 6.4 Chapter 4: Project Description. Details on what the temporary compounds may include within them can be found within Schedule 1 Volume 3.1 Draft Development Consent Order. Additionally illustrative plans of the temporary compounds can be found in Volume 2.6.1 Design and Layout Plans – Substation and Cables and Volume 2.6.2 Design and Layout Plans – Overhead Lines.	X			
9-4.85	Concern that theft incidents would lead to an increased impact on police capacity and resources (in the context of Suffolk Constabulary)	National Grid acknowledges the concern raised regarding potential theft incidents during construction and any resulting impact on police resources. Security is a key consideration in the planning and delivery of major infrastructure works. All construction sites will be subject to site-specific security assessments, and proportionate mitigation will be implemented to deter unauthorised access and materials theft. This may include fencing, secure storage, controlled access, and CCTV, depending on the location and level of risk.	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid's Corporate Security team supports the project team by identifying areas of higher risk and advising on appropriate measures. A Site Security Plan is developed based on this input and sets out how security will be implemented, monitored, and adapted if required. National Grid will continue to liaise with Suffolk Constabulary and other relevant stakeholders to ensure that site security is responsive to local concerns and helps to minimise the burden on local policing.				
9-4.86	In light of the above, Suffolk Constabulary recommends that appropriate Terms of Reference, Membership and a Communications Strategy for a Transport, Community Safety and Cohesion Working Group, is established at an early stage in the Development Consent Order (DCO) preparation process and in advance of the Examination (e.g. to help to inform and assist the management of relevant aspects of the Project requiring a coordinated response from 'blue light partners')	National Grid are engaged with Suffolk Constabulary across both Transport & Community Safety and Cohesion to establish such strategies and provide adequate foresight to Suffolk Constabulary to allow for the coordinated management of interface areas. National Grid has had several meetings with Suffolk Constabulary and will continue to engage with the Constabulary post DCO submission.	X			
9-4.87	Concern that the Project is currently deficient in its scope of assessment concerning the potential Project impacts on Suffolk Constabulary	National Grid submitted an EIA Scoping Report to the Planning Inspectorate on 7 November 2022. The Planning Inspectorate (on behalf of the Secretary of State) formally adopted its Scoping Opinion on 14 December 2022 which has informed the scope of the	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Environmental Impact Assessment for the Proposed Project.				
9-4.88	Suffolk Constabulary consider that the Project is likely to give rise to significant effects on its service / operational capacity and resources, which ought to be assessed in order to determine appropriate mitigation and management measures	National Grid has engaged with Suffolk Constabulary to discuss data requirements to aid police officer resourcing. Engagement with Suffolk Constabulary will continue throughout the Project, where required.	X			
9-4.89	Concern that Suffolk Constabulary's ability to maintain and deliver the current levels of service to the local community, including its statutory duties will be affected by the Project	National Grid has engaged with Suffolk Constabulary to discuss data requirements to aid police officer resourcing. Engagement with Suffolk Constabulary will continue throughout the Project, where required.	X			
9-4.90	Request that identified impacts arising from the Project should be addressed by employing appropriate mitigation and management measures, to be secured and implemented through Development Consent Order (DCO) requirements and / or a Section 106 planning obligation, as part of any DCO approval, and this approach ought to be reflected in a Statement of Common Ground to clarify the position reached and inform the Examination process (in the context of Suffolk Constabulary)	An Outline Code of Construction Practice (CoCP) (document reference 7.2) and Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) have been submitted with the Development Consent Order (DCO) application. Mitigation and management measures for the impacts associated with the Project during the construction phase are set out in the Outline CoCP (document reference 7.2) and Outline CTMP (document reference 7.3). Compliance with the contents of the Outline CoCP and CTMP is secured through a requirement in the draft DCO. National Grid continues to engage with Suffolk Constabulary.	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.91	Request that measures ought to include a process to assist Suffolk Constabulary and its blue light partners to plan for and implement coordinated responses to construction phase impacts and incidents - to ensure current, and sustainable, levels of community safety, cohesion and policing are maintained in the local area	National Grid has engaged with Suffolk Constabulary to discuss data requirements to aid police officer resourcing. Engagement with Suffolk Constabulary will continue throughout the Project, where required.	X			
9-4.92	Criticism that an underestimate of the traffic impact of the Project in Burgate has been presented at consultation (e.g. National Grid have suggested a "Negligible - not significant" impact because a baseline traffic volume of zero has been used, though if the baseline traffic survey had recorded a single vehicle rather than zero vehicles then the increase would be 25,000%), and therefore suggest that the Project is accessed from from Mellis rather than Burgate (e.g. given that roads are two-lane in this location, rather than narrow, single-track lanes with sharp bends if roads from Burgate are used)	It is not proposed for Burgate Road or Mellisash Road to be used as a Primary Access Route for construction. For this section of temporary haul road, the Primary Access Routes are from the A143 to the north, and the B1113 and Wickham Road from the south.			X	
9-4.93	Suggest that working hours for the Project at Holton St Mary are reduced to 9am to 5pm, and there is no work undertaken at weekends	Should consent be granted in 2027, it is anticipated that construction of the Project would commence in 2027, likely starting with pre-commencement works including site clearance activities, the installation of temporary construction compounds and access roads. It is expected the main construction works will continue	X			

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		through to 2031 (four years) (with only demobilisation in 2031). National Grid acknowledges the request to reduce working hours at Holton St Mary to 9am–5pm and to avoid weekend working. It is assumed that the core working hours for construction would be: Mondays to Fridays: 07:00–19:00 Saturdays, Sundays, and Bank Holidays and other public holidays: 07:00–17:00 Work outside of these hours may be required in certain circumstances and would be carried out following consultation with the relevant Local Planning Authorities (LPAs). Full details of the construction working hours are set out in the Outline Code of Construction Practice (CoCP) (document reference 7.2). These hours have been identified to support the efficient delivery of a large, linear infrastructure project involving multiple work sites. Flexibility within these hours helps to manage construction sequencing and reduce the overall duration of the works. National Grid recognises the importance of minimising disruption to local communities. Construction activities will be programmed and sequenced to reduce impacts on residents, businesses and road users as far as				

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		practicable. National Grid will continue to engage with LPAs and local stakeholders regarding working hours at specific locations, including Holton St Mary, and will consider additional local controls where appropriate.				
9-4.94	Criticism that Section 5.6 on the Preliminary Environmental Information Report (PEIR) regarding Health and Wellbeing focuses almost entirely on the perceived short term effects from construction and completely fails to address the real concerns of residents relating to the ever growing evidence on long term health effects from radiation, and corona ion showers / Criticism that Section 5.6.9 of the PEIR states that National Grid design standards will design out the potential effects without providing any information as to how	Impacts to physical health arising from Electric and Magnetic Fields (EMFs) has been scoped out of the Environmental Impact Assessment (EIA) on the basis that the design of the Project would comply with Government guidance and precautionary policies on exposure to EMF. This was agreed through Scoping Opinion (document reference 6.20) received on 14 December 2022. The UK has a carefully thought-out set of policies for protecting us all against EMFs, the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, no health risks have been proven below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. National Grid's approach is to ensure that all our equipment complies with the policies, which are set by			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Government on the advice of their independent advisors. The proposed overhead lines, underground cables and substation would be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed. Compliance with the UK public exposure limits of all the assets which form this project are set out in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted with the Development Consent Order (DCO) application. Chapter 10: Health and Wellbeing of the Environmental Statement (ES) (document reference 6.10) provides a summary of the EMFs Compliance Report to provide context and facilitate the understanding of risk by stakeholders and the general public. In addition, impacts to mental health associated with the perceived risk from EMF is presented and assessed within ES Chapter 10: Health and Wellbeing (document reference 6.10)				
9-4.95	Criticism that the National Grid have claimed that the change to the Project stated in Paragraph 5.4.90 of the Design Development Report regarding the replacement of the existing 132 kV overhead line with underground cables rather than the Project	It is not clear where this misunderstanding has come from as it is technically possible to cross the existing 132 kV multiple times with several short sections of underground cable replacing sections of overhead line between specific pylons. However if multiple crossings			X	

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	crossing the existing 132 kV overhead line multiple times is an improvement on previous designs, given that National Grid staff advised the respondent (at the Copdock Village Hall public event held during the second non-statutory consultation held in 2023) that crossing the existing 132 kV overhead line multiple times would not be technically feasible (e.g. this claim is misleading)	are in close proximity, it becomes increasingly uneconomic and inefficient to do multiple short sections rather than undergrounding a longer section. In this case there are additional benefits from removing a longer section of overhead line to reduce cumulative effects and to allow improved positioning of the proposed 400 kV infrastructure on the previous 132 kV alignment. The Project is being taken forwards with the existing 132 kV overhead line replaced by underground cable from north of Middle Wood, Offton through to an existing termination platform between Flowton and Bramford from where it continues as underground cable to Bramford substation.				
9-4.96	Request that National Grid engage with Suffolk Wildlife Trust, to address risks posed by Norwich to Tilbury to the Waveney and Little Ouse Landscape Recovery Project (risk to improve water quality, create carbon capture, mitigate downsteam flood risk, habitat creation, ecosystems, broader wildlife)	Consultation with Suffolk Wildlife Trust and the Waveney and Little Ouse Landscape Recovery Project (WaLOR) team has been undertaken throughout the design process, with every effort made to reduce impacts and ensure the successful delivery of both projects. The Suffolk Wildlife Trust and the WaLOR project team's preference for an overhead line solution in this area was given significant weight. Further design work in consultation with the WaLOR project team has been undertaken to minimise impacts further, through the careful siting of pylons and haul roads through the Waveney Valley. The WaLOR project have confirmed that the current Project proposals will not detrimentally impact their river restoration proposals for the area.			X	

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		Ongoing consultation with the WaLOR project team will be undertaken throughout the next design and construction stages to ensure both projects can be successfully delivered with a focus on construction programmes.				
Design Change						
9-4.97	Oppose the use of underground cables	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the statutory consultation, targeted consultations, and landowner consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that 'the government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project has incorporated suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data.				
9-4.98	Suggest a minimum distance that the Project should be sited from residential areas / residences	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Appendix I22 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we have modified the alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties or other receptors. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA is presented in the Environmental Statement			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(ES), Chapter 13: Landscape and Visual (document reference 6.13). This assesses the impact of the Project and identifies the need for additional mitigation if required.				
9-4.99	Suggest that existing overhead lines in this section should be removed	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.			X	
9-4.100	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but		X	X	X

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		with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with NPS EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.				

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9-4.101	Suggest that the existing overhead lines in this section are reinforced / upgraded instead	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations would be required to accommodate the changing demands on the network.		X	X	
9-4.102	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all				

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		types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the Environmental Statement (ES). In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual amenity. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.				
9-4.103	Suggest that the Project should run in closer to / parallel to the existing overhead lines	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.				
9-4.104	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.105	Suggest that underground cables are used in populated / residential areas	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at all populated or residential areas in this section would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-4.106	Suggest that either the existing overhead lines between Creeting St Mary and Stowmarket are removed, or that the Project is routed elsewhere (e.g. to avoid overdevelopment in vicinity of this area)	Certain sections of the existing 33 kV and 132 kV overhead lattice pylons in this area must be replaced by underground cable to ensure safety clearances to the 400 kV infrastructure with a further section of the most westerly 132 kV also replaced by underground cable and from the north side of Middle Wood at Offton through to Bramford Substation to reduce effects including cumulative effects. In respect of the remaining lines, these cannot just be removed without provision of an alternative to maintain connectivity. Such			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		alternatives require replacement by underground cable or provision of equivalent connectivity through new grid supply point substations connected to the 400 kV network. Providing these alternative connections incurs additional costs and may lead to additional effects and have to be justified as being necessary to mitigate otherwise unacceptable effects. The assessments that we have undertaken conclude that these additional costs and effects cannot be justified as the mitigation is not considered to be essential for the scheme to be acceptable in terms of policy.				
9-4.107	Suggest that the Project follows railway lines in this section instead / Suggest that overhead lines for rail are upgraded instead	There could be potential benefits from infrastructure being concentrated geographically, i.e. by routeing the Project near existing road infrastructure. However, there are constraints and features that mean that we do not consider close paralleling existing roads such as the A12 would reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. Several residential properties, as well as hamlets, villages and towns, are present near the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		infrastructure, commercial and residential property, woodlands and orchards) presents very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.				
9-4.108	Suggest that the Project includes more underground cables around the Stowmarket area	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Stowmarket would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-4.109	Suggest that the Project should use underground cables at the Gipping Valley (e.g. as the Gipping	National Grid has carefully considered the feedback proposing the use of underground cable along the	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Valley is an area with wildlife including barn owls and otters) / Suggest the use of underground cables between Pylons RG160 and RG167 (e.g. to mitigate impact on the Gipping Valley)	route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Gipping Valley would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Impacts on wildlife due to the Project have also been assessed and presented in the ES Chapter 8: Ecology and Biodiversity (document reference 6.8).				
9-4.110	Suggest that the Project uses underground cables at Gislingham, in particular at the areas coming into the village and in close proximity to housing	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consider the Project at Gislingham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-4.111	Suggest that the Project uses underground cables at Battisford (e.g. to mitigate impact on the environment and wildlife)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Battisford would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Impacts on wildlife due to the Project have also been assessed and presented in the ES Chapter 8: Ecology and Biodiversity (document reference 6.8).				
9-4.112	Suggest relocating Pylon RG174 approximately 50 to 100 metres south, to place it closer to the field	National Grid notes the preference from certain landowners for pylons to be situated close to hedge			X	

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	boundary and further from the road (e.g. to reduce impact on residents, and visual impact)	lines where possible to reduce the impact on agricultural activities and reduce land take. We have assessed requests from landowners on an individual basis and have moved pylons to the edges of fields where this can be achieved. We have reviewed the location of RG174 (now RG175), however moving this pylon further south along the alignment would require a height increase to both RG174 and RG173 (RG174) due to span lengths, which would then increase landscape and heritage effects to nearby properties and a listed building and could also introduce effects to Wattisham Flying Station. Therefore, we are not proposing a change to the location of RG174.				
9-4.113	Suggest that the proposed underground cables are extended to where the cables cross to mitigate impact on Wattisham Airfield (e.g. to mitigate risk to flight safety)	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Wattisham Flying Station. Following this and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. In view of this assessment, committing to additional length of underground cable is not justified on the grounds of aviation impacts We will continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-4.114	Suggest that Pylon RG118 is relocated away from residential property	National Grid has considered the respondent's feedback highlighting a preference for RG118 (now RG119) to be moved further away from residential properties. We have made a change to the alignment between RG113 and RG118 which would move the alignment further east towards the railway. Due to several constraints in this area including woodland and the preferred crossing of the railway, the location of RG118 is not proposed to be changed.			X	X
9-4.115	Suggest that Pylons RG143 and RG144 are relocated to mitigate impact on residents	National Grid has assessed a change to move the alignment to the east of Palgrave Farm and to the west of Cay Hill to utilise lower ground in the valley. This change would move the alignment closer to a greater			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		number of properties at Mendlesham Green; therefore, we are not proposing a change to the alignment at this location.				
9-4.116	Suggest that from Pylon RG154 the Project is taken across Church Road, past Stowupland Hall (Plain English), across Rendell Lane, along the valley and reconnects with Pylon RG141	The 2023 and 2024 Design Development Reports (available on the Project website) have both considered this alternative and concluded that it was less preferred because of restricted space between properties. A planning application to the north of Stowupland Hall would further restrict routeing. This was confirmed to not be Environmental Impact Assessment (EIA) development in November 2024. Environmental and other studies have not identified any further information to alter this previous conclusion, and no new evidence is provided by the respondent nor further decision-making factors identified. No change is proposed. The effects of the Project are assessed as part of the Environmental Impact Assessment (EIA) and presented in the Environmental Statement (ES), and this has identified any need for additional mitigation.			X	
9-4.117	Suggest that from Pylon RG146, the Project is rerouted over Old Hundred Lane, behind Palgrave Farm, to the side of the chicken farm, rejoining the original line at Pylon RG139	This proposed change was considered less preferred as reported in the 2024 Design Development Report in para 5.4.80 (available on the Project website). The change transferred and increased effects to other residential property offsetting the respondent's perceived benefits. Environmental and other studies have not identified any further information to alter this			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		previous conclusion, and no new evidence is provided by the respondent nor further decision-making factors identified. No change is proposed. The effects of the Project are assessed as part of the Environmental Impact Assessment (EIA) and presented in the Environmental Statement (ES), and this has identified any need for additional mitigation.				
9-4.118	Suggest that Pylon RG117 is relocated at least 500 metres further to the east to protect the spatial hierarchy of Gislingham (e.g. due to its siting within 500 metres of a Grade I Listed Church)	National Grid has considered the respondent's feedback and has made a change to the alignment between RG113 and RG118 (now RG113 to RG119) which would move RG117 approximately 190 m further east towards the railway. Due to several constraints in this area including woodland, properties to the east and the preferred crossing of the railway, we are not proposing to move the alignment 500 m further east at this location.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-4.119	Suggest that the Project uses underground cables until it passes Palgrave (e.g. to mitigate visual impact)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cables until it passes Palgrave raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WALOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WALOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-4.120	Suggest that the Project follows an alternative alignment (map provided by respondent) between Pylons RG96 and RG142 which follows existing powerlines and is located approx 150 m from the existing alignment of the Project (e.g. to open the opportunity for greater land take for ecological mitigation and biodiversity net gain)	In general terms, apart from the land under the pylons, National Grid does not acquire rights to land underneath the route to allow it to manage land in this way for Biodiversity Net Gain (BNG). More generally the close paralleling of existing overhead line infrastructure has been considered and reported in the 2022 Corridor and Preliminary Routing and Siting Study and the 2023 and 2024 Design Development Reports (available on the Project website). It has been further reviewed in respect of the section identified in the feedback. In the absence of new information or the identification of other factors the conclusions drawn previously remain valid that is less preferred. At locations such as Yaxley there is insufficient space without oversail of properties, effects where lines converge are increased, and multiple transpositions with outage requirements of alignment or use of multiple short sections of cable between Cable Sealing End (CSE) compounds are required at additional cost given the presence of homes, constraints and environmental features. When the Project alignment is not inconsistent with policy in National Policy Statement (NPS) EN-5 we do not consider the suggested change to be preferred, and no change is proposed.			X	
9-4.121	Suggest that the Project sift combinations of routes NB1 and NB2 are considered alongside alternative alignment in order to demonstrate the most appropriate alignment has been selected	This was undertaken with hybrid corridors considered as reported in the Corridor and Preliminary Routeing and Siting Study published in 2022 with further consideration back checking findings and considering further feedback			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		presented in the 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15). In the absence of new information or the identification of other factors the conclusions drawn previously remain valid and no change is proposed.				
9-4.122	Criticism of the changes to the Project between Gislingham and Mellis since the original consultation held in 2023 (e.g. which has resulted in a longer and therefore more impactful route)	National Grid proposed the change to the alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change was proposed due to the identification of historic assets that need to be avoided as well as impacts on Mellis Common and the opportunity to follow the route of existing pylons. In the absence of new information or evidence, we are therefore not proposing a further change to the alignment at this location.			X	
9-4.123	Suggest that the Project uses underground cables in the vicinity of Mellis, diverting from the existing alignment between Pylons RG102 and RG118 and using underground cables for 750 m to avoid a direct impact on the Mellis conservation area (plan provided by respondent)	National Grid proposed the change to the alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change was proposed due to the identification of historic assets that need to be avoided as well as impacts on Mellis Common and the opportunity to follow the route of existing pylons. In the absence of new information or evidence, we are therefore not proposing a further			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		change to the alignment at this location. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty))*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line (paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Mellis would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of NPS EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-4.124	Suggest that Pylon RG148 and its associated haul road are relocated 50 metres east (e.g. to mitigate the destruction of nearby tree / hedge line including mature trees and impact on Public Rights of Way, the King's Coronation Monument and residential property)	National Grid has considered the respondent's feedback and has looked at moving the haul road to the east, however as moving to the east would still require the removal of trees and hedgerow and would also move it closer to properties, we are not proposing a change to the haul road at this location. Moving RG148 (RG149) further east would result in it becoming a larger angle pylon with a greater change of direction, which would be inconsistent with the Holford Rules, therefore we are not proposing a change to the location of this pylon. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-4.125	Suggest that the Project should run in closer to/parallel to the existing overhead lines at Beacon Hill	National Grid note the potential for close paralleling to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features adjacent to the existing overhead line that mean that overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. As a result, whilst close paralleling may appear beneficial, overall, the increased environmental effects where the lines must converge and diverge, and those increased effects on properties with overhead line to both sides are considered greater than those introduced by a new route alignment separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address the various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure to be less compliant with our duties and relevant policies. In the absence of new evidence or new information no change is proposed.			X	
9-4.126	Suggest that the Project is relocated 3 metres to the north within vicinity of / from Pylon RG196 (e.g. to mitigate impact on mature green plants, a very effective ditch and landowners, and to minimise	National Grid has considered the respondent's feedback, we have routed and sited the alignment in accordance with the Holford Rules where possible while also trying to balance effects on residential properties, minimise vegetation loss and effects on agricultural			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
	costs and permissions that would otherwise need to be sought by National Grid)	practices. A summary of the Holford Rules is provided within Appendix I22 of this report. To move RG196 north would introduce an additional angle pylon and transfer effects due to the subsequent changes to pylons on either side. We are therefore not proposing a change to the location of this pylon. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, including on trees and hedgerows and this has identified any need for additional mitigation. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-4.127	Suggest that Pylon RG161 is relocated (e.g. to mitigate visual impact and heritage impact)	National Grid has considered the respondent's feedback and has reviewed the alignment in this area. It is not possible to move RG161 (now RG162) further south due to the space required to erect scaffolding during construction and maintenance which is needed to maintain safe conditions for road users and pedestrians. Therefore, we are not proposing a change to the location of this pylon.			X	
9-4.128	Criticism of the changes to the Project between Pylons RG92 and RG98, which places Pylons RG94 and RG95 only 125m from residential property / Suggest that the Project is reverted to its previous routing between RG92 and RG98	The respondent's preference is noted; however, the change has been made to respond to a range of different factors. These include reducing effects on proposed solar farm development, allowing continued flight activity at Brook Farm, reducing the magnitude of			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		change and utilising existing tree lines to provide more filtering of residential views by adopting the alignment of the existing 132 kV overhead line. Pylon positioning was carefully considered to benefit from screening and filtering of views by farm buildings and existing trees at the properties concerned. In the absence of new information or identification of further factors no change is proposed. Further information on the assessment of airfields can be found in the Environmental Statement (ES), Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-4.129	Suggest that additional overhead lines are removed in the area surrounding Pylons RG167 to RG168 and RG172 to RG173 (e.g. to further reduce the impact of the Project on the countryside)	Certain sections of the existing 33 kV and 132 kV overhead lattice pylons in this area must be replaced by underground cable to ensure safety clearances to the 400 kV infrastructure with a further section of the most westerly 132 kV also replaced by underground cable and from the north side of Middle Wood at Offton through to Bramford to reduce effects including cumulative effects. In respect of the remaining lines, these cannot just be removed without provision of an alternative to maintain connectivity and their also needs to be justification for extending the proposed undergrounding further. Such extension or adoption of alternatives require replacement by underground cable or provision of equivalent connectivity through new grid supply point substations connected to the 400 kV			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		network. These incur additional cost and may lead to additional effects and have to be justified as being necessary to mitigate otherwise unacceptable effects. The assessments that we have undertaken conclude that the remaining effects are not unacceptable in policy terms and therefore additional costs cannot be justified in these locations as the mitigation is not considered to be essential for the Project to be acceptable in terms of policy.				
9-4.130	Suggest the Project follow the proposed route between Pylons RG185 to RG197 and not the alternative route which passes between Willisham and Offton	The alignment for the Project between RG185 and RG197 (now RG186 and RG197) is proposed to pass to the west of Middle Wood as published at the statutory consultation, there is no alternative route for the Project in this area. To the east of Middle Wood is the proposed route for the underground cable of the existing 132 kV pylons that we are proposing to remove.			X	
9-4.131	Suggest the Project is rerouted to the west of Gislingham, Finningham and Bacton which swings back to the north of Stowmarket (e.g. to mitigate visual impacts on settlements and villages)	National Grid has considered a change to the alignment to pass the west side of Gislingham. This would reduce residential amenity effects for a number of properties to the eastern and north-eastern edges of Gislingham. However, those residential amenity effects are transferred to residential properties to the western and southern edge of Gislingham and potentially to the north-eastern side of Finningham depending on route used to return to the 2024 preferred draft alignment. Additionally, any route to the west also has to pass	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		between properties less than 150 m apart whereas this is the minimum separation distance to the closest residential properties when routed to the east. As a result of this a western alternative route is less consistent with Holford Rule Supplementary Notes. A summary of the Holford Rules is provided within Appendix I22 of this report. On heritage assets, a route to the west would increase separation to the moat to the west of Mellis Common but require an alignment passing closer to a greater number of listed buildings, albeit overall there is considered to be no major difference in consistency with Holford Rule 2. However, the alternative to the west is considered less consistent with Holford Rule 3 being around 500 m longer with at least one more pylon. Overall, this requested change is considered to be less preferred and is therefore not proposed to be taken forward.				
9-4.132	Suggest the Project is rerouted to follow the A140 and cross the A14 down to Bramford Substation (plan provided by respondent)	While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, such as the A140 as proposed as well as crossing the A14, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling would reduce environmental effects or improve compliance with the Holford Rules or			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		be more consistent with the policy requirement to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. Several residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment				
9-4.133	Suggest that the Draft Order Limits of the Project need to be clipped / altered at Pylons RG180 and RG181, as currently the Project is routed through the lakes	National Grid has made a slight amendment to the alignment at this location to move to the east to ensure that the lakes are outside of the Order Limits and are not impacted by the Project.			X	X
9-4.134	Suggest that the Project is relocated to be further west of respondent's farm, and then go south over farmland, avoiding the need to use underground cables in the Waveney Valley (e.g. mitigating the impact on residents and disruption resulting from construction activities)	National Grid has considered a variety of route options in this general area encompassing alternative routes to the east of Diss, further to the west of the Project alignment as well as a variety of localised amendments including that suggested by the respondent. The basis for selection of the route is as set out in the 2023, 2024			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		Design Development Reports (available on the Project website). The 2025 Design Development Report (document reference 5.15) also sets out the decision making that leads to the Project progressing on the basis of overhead line. In the absence of new information or the identification of other factors no change in response to this feedback specifically is proposed, though the Project is progressing in a manner that avoids the construction effects that are of concern as it is now proposed to be overhead line rather than underground cable.				
9-4.135	Concern that the Project at Pylons RG117 and RG118 will impact birds including those on the British Trust for Ornithology (BTO) critically endangered red list / Suggest that Pylons RG117 and RG118 are relocated to mitigate impact on birds	Birds are considered through a series of assessments on both breeding and wintering behaviour in Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES). Where applicable appropriate mitigation to reduce bird collision risk has been included within the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4).			X	
9-4.136	Concern that Pylons RG114, RG118 and RG119 will impact local footpaths and may not be reinstated be National Grid	National Grid endeavours to reduce impacts on Public Rights of Way (PRoW), including reducing the duration of any closures, as far as practicable. The locations of PRoW affected by the Project, along with proposed diversion routes are set out in the Outline Public Rights of Way Management Plan (document reference 7.6) and shown in the Access, Rights of Way and Public Rights of Navigation Plans (document reference 2.5).	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		Impacts on PRoW as a result of the construction and operation of the Project are assessed in Chapter 10: Health and Wellbeing (document reference 6.10), Chapter 13: Landscape and Visual (document reference 6.13), Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Chapter 16: Traffic and Transport (document reference 6.16) of the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). The ES includes details about the level of impact created and the mitigation proposed in relation to the Project. The Outline PRoW Management Plan sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The management of the PRoW in the area around pylons RG114 to RG119. The PRoW would be temporarily closed for the duration of the works with managed access, that is, allowing a safe passage throughout for the PRoW users of footpath W-267/021/0 and bridleway W-267/014/0. As a result, the magnitude of impact on the PRoW is considered negligible and the overall effect has been classified as not significant.				
9-4.137	Concern that the Project between Pylons RG117 and RG122 will impact the Plateau Clayland (which includes an area of Ancient Organic Field Patterns, medieval buildings, hedges and hedge row trees)	National Grid has conducted comprehensive assessments, including site visits and extensive desk-based research, to thoroughly evaluate the setting of the heritage assets surrounding RG117 and RG122 (as in	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		between RG112 and RG123), understand its value, and mitigate identified impacts. Through routeing and siting National Grid has sought to and would continue to reduce as far as practicable potential impacts on the historic environment including those present within the Plateau Clayland. If potential impacts on the historic environment are identified, we would explore a range of mitigation measures to reduce impacts where possible. This is presented in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES) undertaken as part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and local planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.				
9-4.138	Suggest that Pylons RG116 and RG119 are relocated to mitigate impact on large residential area and Spring Farm (which is Grade II listed)	National Grid has considered the respondent's feedback, a change to the alignment between RG113 and RG118 (now RG112 and RG119) which moves the alignment further east towards the railway, away from Spring Farm has been taken forward.	X		X	X
9-4.139	Suggest that the Project between Pylons RG127 and RG136 is rerouted to be much further east and away from homes and historical properties in Cotton (e.g. moving the overhead lines east enables the assess	National Grid has considered the respondent's feedback. We previously made a change to the alignment in this area to move slightly further east away from Cotton. We are unable to move the alignment			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
	roads to be routed on the edge of fields not through the middle of fields, mitigating impact on farming operations)	further east without transferring effects to other properties to the east and increasing the size of angle pylons. If there are any specific concerns relating to impacts to farming or compensation and how it would be assessed, please contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD				
9-4.140	Suggest that the Project uses underground cables at Cotton (e.g. to mitigate impact on landscape, business and property value)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Cotton would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of NPS EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Where a landowner has a concern about property values they should contact the Project lands team:				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD				
9-4.141	Criticism that National Grid have rerouted the overhead lines south of the Waveney Valley from the preferred 2023 route to avoid Brook Airstrip / Wortham Airstrip (e.g. the revised route of the Project has a far greater impact to local residents) / Suggest that National Grid return to the preferred 2023 route at Brook Airstrip / Wortham Airstrip	The previous change of alignment in this location was made in response to a combination of requests and environmental information. A further change is also being taken forward as set out in the 2025 Design Development Report (document reference 5.15). Factors influencing the changes have included: reduced interaction with solar farm proposals with the eastwards movement being able to follow the boundary of a site rather than passing through another site; archaeological features identified to the north west of St John's; preference for reducing the magnitude of effects and reducing potential cumulative effects by adopting the alignment of an existing 132 kV lattice pylon connection; and, feedback to seek to support continued flight activity at Brook Farm airstrip. It is accepted that some effects are increased for some receptors but overall effects are reduced. Further information on the assessment of airfields can be found in the Environmental Statement (ES), Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	X		X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-4.142	Suggest that Pylon RG94 is relocated away from private residence / Concern about location of Pylon RG94 (e.g. due to construction compound across Lion Road, proximity to commuter route, and nearby heritage buildings / sites)	National Grid has considered the respondent's feedback. The alignment was moved to the east prior to the statutory consultation for a number of reasons including reducing effects on an airfield, reducing effects on a solar development and reducing effects on historic buildings. The location of RG94 is not able to be changed due to other constraints in this area including the road crossing, avoiding residential properties and reducing environmental effects. We have undertaken an Environmental Impact Assessment (EIA) which has assessed the impact of the Project and recommended mitigation where required. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.			X	
9-4.143	Suggest that instead of using underground cables to replace the existing 132 kV overhead lines between Middle Wood Offton and Bramford, National Grid use underground cables for the pylons higher up the valley along their existing route (e.g. there is land along the existing pylons shown in National Grid's plans, tracking along the other side of Middle Wood - following this alignment would mitigate flooding issues)	The alignment has been carefully considered across all constraints and impacts to local stakeholders which dictates the crossing point of the existing overhead lines as opposed to the crossing point dictating the alignment. In National Grid's view the crossing proposed here would result in a less optimal alignment with greater impacts to the residential receptors located in Somersham.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-4.144	Suggest that the Project uses underground High Voltage Direct Current (HVDC) cables between Pylons RG128 and RG131	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between RG128 and RG131 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of NPS EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). HVDC is not normally used across land as converting AC to DC and back again would require converter stations so it can be used in the rest of transmission				

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		network and the distribution network which is currently AC. These converter stations are a significant size and would be required at every interface with the wider AC network i.e. at Norwich, Bramford, East Anglia Connection Node (EACN) substation and Tilbury Substation, the cost of these converter stations outweighs the benefits offered. Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
9-4.145	Suggest that the Project between Pylons RG128 and RG131 is rerouted to be moved further east where solar farming has already been applied	National Grid notes the respondent's feedback. Moving the alignment east would position the two projects on the same land. This would reduce the potential for solar power generation and present greater construction and operational risks to both projects. The suggested realignment would also be less direct and therefore less consistent with Holford Rule 3 and overall is less preferred. A summary of the Holford Rules is provided within Appendix I22 of this report. Therefore, no change is proposed. An Environmental Impact Assessment (EIA) has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-4.146	Suggest that instead of the Project being routed from Pylon RG128 to RG131, the Mendlesham line is upgraded instead	The existing transmission network in the region has recently been upgraded to ensure the system is running at its most efficient performance – the pylons to the west of Mendlesham were upgraded as part of a refurbishment scheme completed earlier in 2024. The existing assets networks are not able to be upgraded further to cope with the new future demands expected on the network. As a result, new overhead lines and substations will be required to accommodate the changing demands on the network. The existing overhead lines cannot be further adapted safely and securely to enable them to carry more power or additional conductors (wires) added to take the amount of power being proposed in East Anglia.			X	
9-4.147	Suggest that Pylons RG123 and RG138 be moved further east (e.g. to lessen the damage to certain farms and residents in and around Cotton)	National Grid has considered the respondent's feedback. We previously made a change to the alignment in this area to move slightly further east away from Cotton. We are unable to move the alignment further east without transferring effects to other properties to the east and increasing the size of angle pylons. If there are any specific concerns requiring impacts to property, farming or compensation and how it would be assessed, please contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.			X	

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		Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD				
9-4.148	Suggest that underground cables should be used instead of Pylons RG116 to RG118, or, if this is not possible, then suggest that Pylons RG116 to RG118 should be moved east towards the railway line and then run parallel next to it (e.g. to mitigate impact on housing)	National Grid has considered the respondent's feedback and made a change to the alignment between RG113 and RG118 (now RG112 and RG119) which moves the alignment further east towards the railway. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at RG116 to RG118 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of NPS EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. In developing its onshore proposals, National Grid has considered the potential to parallel existing transport infrastructure such as the railway and consider them to be less preferred alternatives. Numerous properties (residential and commercial such as on Greenways), constraints and environmental features are present in close proximity to existing infrastructure and would be				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		more adversely affected by close paralleling. Alternatively, if such an alternative was pursued the costs to avoid such effects (multiple direction changes for crossings of the existing overhead line or other infrastructure) would be much greater with additional limitations on the ability to achieve the necessary outages (to undertake the works safely) within the time available.				
9-4.149	Suggest that Pylon RG118 is moved east of the railway line and that two pylons are located in one field (e.g. to mitigate impact on views from village)	National Grid has considered the respondent's feedback and has made a change to the alignment between RG113 and RG118 (as in between RG112 and RG119) which would move the alignment further east towards the railway. Due to a number of constraints in this area including woodland, a campsite and venue to the east and the preferred crossing of the railway, we are not proposing to move the alignment east of the railway line.			X	X
9-4.150	Suggest that Pylons RG191 to RG196 are relocated (e.g. to mitigate impacts on farmland, historic sites, and flora and fauna), including the relocation of Pylon RG194 away from field (e.g. to minimise impact on farming operations)	National Grid has considered the respondent's feedback and has reviewed alternative alignments in this area. An alternative to the west or east would be a longer route with more angle pylons and would be less consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. Moving pylons from some fields to other fields is considered to transfer effects from one landowner to another and therefore we are not proposing a change to the alignment in this location. We have undertaken an Environmental Impact Assessment (EIA) which has			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		assessed the impacts of the Project (including heritage, soils and ecology) and recommended mitigation where required. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-4.151	Suggest that the Project is moved further east of Cotton at Pylons RG123 to RG138 or beyond (e.g. mitigate impact on Hempnalls Hall, Cotton Lodge, impact on wildlife, trees; so that Pylons RG128 to RG130, and RG132 to RG139 do not impact farmers and their businesses (namely Wicks Farm, Old Farm/Hoggars Road and The Wimble))	The potential to divert the alignment to more closely parallel the existing overhead line infrastructure, particularly in this location where the existing and proposed lines come into close proximity, has been considered and reported in the 2022 Corridor and preliminary routeing and siting study and the 2023 and 2024 Design Development Reports (available on the Project website). It has been further reviewed in respect of the section identified in the feedback in the 2025 Design Development Report (document reference 5.15). In the absence of new information or the identification of other factors the conclusions drawn previously remain valid that it is less preferred. There are greater effects where lines converge and diverge with sharp direction changes to the north-west of Mendlesham and south-east of Mendlesham Green to connect with the remainder of the alignment. Other identified effects in the feedback are not removed but transferred to other receptors and overall adopting the change would provide an alignment with more angle pylons and be less direct and less consistent with Holford Rule 3. A summary of the Holford Rules is provided within Appendix I22 of this	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		report. There are also increased maintenance and refurbishment risks especially to the west of Mendlesham where the large direction change on the existing line would require additional separation between parallel overhead lines to provide the appropriate space for future maintenance to be completed safely where there is limited space because of a listed residential property. Overall, a more parallel alignment is considered less consistent with Holford Rules and likely to increase effects. On this basis we do not consider the suggested change to be preferred, and it is not taken forward.				
9-4.152	Suggest that underground cables are used within a 2 km radius of Brook Farm Airfield to comply with CAP 793 (plan provided by respondent)	National Grid has considered this feedback with assistance from its independent technical aviation advisers who have reviewed the details of aircraft type, runway parameters etc in addition to considering CAP 793 guidance. In conjunction with other feedback a change is being taken forward with pylon RG96 and RG97 being moved to the east. It is assessed that these changes would enable aircraft to overfly the overhead line safely. This means that the alignment diverts directly south from RG95 to intercept then follow the alignment of the existing 132 kV overhead lattice pylon line that is to be replaced by underground cable from north of the A143. In view of the assessment conclusions, there is considered to be insufficient justification for the proposed use of underground cable in the vicinity of the airfield on grounds of aviation impacts. We will continue			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		to engage with the airfield operator to confirm the acceptability of the changes. Further information on the assessment of airfields can be found in the Environmental Statement (ES), Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-4.153	Criticism that National Grid intend to convert existing overhead line which runs east and south of Brook Farm Airstrip to underground cables and construct the Project as overhead line above this, and suggest that the use of underground cables is extended to link with the proposed underground cables at the Waveney Valley to the west of Diss instead (e.g. given that the underground cable plant and machinery will available) (plan provided by respondent)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable further south from the Waveney Valley raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial			X	

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		harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WALOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WALOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified. A further change is also being taken forward as set out in the 2025 Design Development Report (document reference 5.15). Factors influencing the changes have included: feedback to reduce visual effects on residential properties by following the 132 kV alignment behind trees; preference for reducing the magnitude of effects and reducing potential cumulative effects by adopting the alignment of an existing 132 kV overhead line over a greater distance and extending the 132 kV replacement by underground cable to north of the A143; and technical advice on further change to support continued flight activity at Brook Farm airstrip. Further information on the assessment of airfields can be found in the Environmental Statement (ES), Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-4.154	Suggest that the Project is realigned further east as it crosses the A143 so that it intersects the existing overhead line to the east of Brook Farm (plan provided by respondent)	National Grid has considered this feedback in conjunction with other feedback and has made a change in line with this request and further extended the 132 kV			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		replacement by underground cable to start north of the A143.				
9-4.155	Suggest that the Project is rerouted to be further east and south from Brook Farm (e.g. to mitigate impact on air operations circuit) (plan provided by respondent)	National Grid has considered this feedback with assistance from its independent technical aviation advisers who have reviewed the details of aircraft type, runway parameters etc. In conjunction with other feedback a change is being taken forward that achieves the change sought with pylon RG96 and RG97 being moved to the east, such that aircraft can overfly the overhead line safely. This means that the alignment diverts directly south from RG95 to intercept then follow the alignment of the existing 132 kV overhead line that is to be replaced by underground cable from north of the A143. We will continue to engage with the airfield operator to confirm the acceptability of the changes. Further information on the assessment of airfields can be found in the Environmental Statement (ES), Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	X
9-4.156	Suggest that the Project is routed from south of Diss to the West of Stowmarket to provide a more direct route south (plan provided by respondent)	More westerly corridors, such as this, were considered within the Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) in terms of a more direct connection to Tilbury. These were less preferred because when taken together with the need to connect additional customers the infrastructure and cost requirement was greater and less consistent			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		with National Grid policies. As a localised change to continue the connection from Norwich to Bramford a route to the west of Stowmarket would be less direct and require around a 10% longer connection and therefore be less consistent with Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. It may remove effects at some locations but would transfer them to other locations noting for example that routeing immediately west of Stowmarket is constrained by homes and ancient woodland. No change is proposed.				
9-4.157	Suggest that the Project is routed away from Gislingham by crossing at the railway at a location near Mellis and removing the loop that crosses both Bergate and Mews roads (plan provided by respondent)	National Grid has considered the respondent's feedback, the alignment suggested would route through Mellis Common and would be closer to properties and would therefore be less preferred. Crossing the railway at the location suggested would result in the loss of a greater amount of woodland to the east of the railway. Therefore, we are not proposing a change to the alignment at this location.			X	
9-4.158	Suggest that the Project is routed west of the proposed route (e.g. shown as west of Westhorpe) (plan provided by respondent)	National Grid has considered the respondent's feedback and has reviewed the suggestion to route to the west of Gislingham. Moving to the opposite side of Gislingham would decrease impacts to the north and east of the village but would transfer these effects by increasing impacts to the town further south. A western alternative route would also be approximately 500 m longer in			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		length with a similar number of angle pylons, there would also be an increased impacts on listed buildings. Further south, a western alternative would reach a pinch point on Back Street with only approximately 115 m between properties. A western alternative is therefore not preferred and has not been taken forward.				
9-4.159	Suggest that the Project is routed away from Wortham Airstrip and Gislingham via route to the west of the proposed route (plan provided by respondent)	National Grid has considered this feedback with assistance from its technical aviation advisors who have engaged with (with National Grid also present) Wortham airfield. Following discussion and further assessment a design change is being taken forward to re-route the overhead line further to the east of Wortham airfield (also known as Brook Farm), which is assessed to enable aircraft to overfly the overhead line safely. We are continuing to engage with the airfield operator. It is assessed that alternative re-routing to the west is not required for aviation safety. Further information on the assessment of airfields can be found in the Environmental Statement (ES), Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	X
9-4.160	Criticism that the Project route deviates to the west towards Burgate and Little Green (Pylon RG102), and after running through Little Green Burgate it turns south (Pylon RG110) towards Gislingham, turning again at Pylons RG112 and RG116 to bring	The alignment diverts to the west at Mellis due to a number of factors including avoiding impacts on Mellis Common, avoiding heritage assets and therefore taking the opportunity to follow part of the route of the existing 132 kV overhead line which would then be replaced with			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
	the route back to its original north to south route through Gislingham, and suggest that a more direct route with no sharp changes in direction is taken instead / Criticism that the changes in direction of the Project at Pylons RG102, RG110, RG112 and RG116 are a breach of the Holford rules / Criticism that the Project does not take the most direct route at Burgate	underground cable. The route then deviates back to the east of Gislingham, an alternative alignment to the west of Gislingham would be longer and less direct, would transfer effects to the west and south of Gislingham and would have an unavoidable pinch point between properties on Back Street and was therefore less preferred. We are therefore not proposing a change to the route at this location.				
9-4.161	Concern about yellow hammers (on the UK Birds of Conservation Red List of endangered species) nesting in the hedges along the Burgate Road leading to Gislingham in the area where the Project crosses the road twice (between the sugar beet pad and the horse paddock), / Suggest that the Project should be rerouted to avoid the yellow hammer nest	The alignment diverts to the west at Mellis and therefore crosses Burgate Road twice due to a number of factors including avoiding impacts on Mellis Common, avoiding heritage assets and therefore taking the opportunity to follow part of the route of the existing 132 kV overhead line which would then be replaced with underground cable. We are therefore not proposing a change to the alignment at this location. The presence of yellow hammer and other birds of conservation concern have been identified through a range of breeding bird surveys (see Appendix 8.7: Breeding Bird Report (document reference 6.8.A7) of the Environmental Statement (ES)). Appropriate mitigation has been specified within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) on breeding birds to ensure no long-term significant impacts are encountered.			X	
9-4.162	Suggest that underground cables are used for the Project at Mellis Common, given that it is a	National Grid has carefully considered the feedback proposing the use of underground cable along the route,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
	conservation area (e.g. between Pylons RG92 and RG120)	the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Mellis Common would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of NPS EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-4.163	Suggest that the Project should be as close as possible to the existing 400 kV circuit into Bramford from Mendlesham Green (e.g. to avoid bringing the Project through Saxham Street, Stowupland and the valley around the historic Badley Church; for less distribution network undergrounding and ground disturbance)	National Grid notes the potential for close paralleling to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features adjacent to the existing overhead line that mean that overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. As a result, whilst close paralleling may appear beneficial, overall, the increased environmental effects where the lines must converge and diverge, and those increased effects on properties with overhead line to both sides are considered greater than those introduced by a new route alignment separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		address the various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure to be less compliant with our duties and relevant policies. In the absence of new evidence or new information no change is proposed.				
9-4.164	Suggest that Pylons RG137 and RG138 should be relocated away from residential property to be alongside the existing overhead line	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. A summary of the Holford Rules is provided within Appendix I22 of this report. In this location the alignment is constrained by a gas pipeline to the west and any localised change would also require additional angle pylons. National Grid notes the potential for close paralleling to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features adjacent to the existing overhead line that mean that overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. As a result, whilst close paralleling may appear beneficial, overall, the increased environmental effects where the lines must converge and diverge, and those increased effects			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		on properties with overhead line to both sides are considered greater than those introduced by a new route alignment separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address the various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure to be less compliant with our duties and relevant policies. In the absence of new evidence or new information no change is proposed.				
9-4.165	Suggest that the Project is rerouted to go north of Darrow Lane, Hall Lane and Ladys Lane open fields	National Grid has considered a variety of route options in this general area encompassing alternative routes to the east of Diss, further to the west of the Project alignment as well as a variety of localised amendments. The basis for selection of the route is as set out in the 2023, 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15) which also sets out the decision making that leads to the Project progressing on the basis of overhead line. The route proposed in this particular feedback is considered to increase effects to a greater number of residential properties along Bressingham Common Road and require many changes of direction to route around individual homes and farmsteads. Beyond the specific locations mentioned in the feedback, the feedback does not specify a route to reconnect with the Project alignment, but due to the extent of villages is likely to be to the west of Shelfanger			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		and Winfarthing with a transfer of effects from one group of receptors to others. On this basis and in the absence of new information or the identification of other factors no change in response to this feedback is proposed.				
9-4.166	Criticism of the Project's alignment from the bend between Bressingham and Roydon, where it bends to the east / Suggest that instead the Project continues northbound towards the west of Winfarthing and Shelfanger and then on to the Carleton Rode area	National Grid has considered a variety of route options in this general area encompassing alternative routes to the east of Diss, further to the west of the Project alignment as well as a variety of localised amendments. The basis for selection of the route is set out in the 2023, 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15) which also sets out the decision making that leads to the project progressing on the basis of overhead line. The route proposed in this particular feedback is considered to increase effects to a greater number of residential properties along Bressingham Common Road and require many changes of direction to route around individual homes and farmsteads. Beyond the specific locations mentioned in the feedback, the feedback does not specify a route to reconnect with the Project alignment, but due to the extent of villages is likely to be to the west of Shelfanger and Winfarthing with a transfer of effects from one group of receptors to others. On this basis and in the absence of new information or the identification of other factors no change in response to this feedback is proposed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-4.167	Criticism of the changes made to the 2023 draft alignment because of the potential effects on flight activities at Brook Airstrip / Suggest that the Project is reverted to the 2023 draft alignment at this location	The previous change of alignment in this location was made in response to a combination of requests and environmental information. A further change is also being taken forward as set out in the 2025 Design Development Report (document reference 5.15). Factors influencing the changes have included: reduced interaction with solar farm proposals with the eastwards movement being able to follow the boundary of a site rather than passing through another site; archaeological features identified to the north west of St John's; preference for reducing the magnitude of effects and reducing potential cumulative effects by adopting the alignment of an existing 132 kV lattice pylon connection; and, feedback to seek to support continued flight activity at Brook Farm airstrip. It is accepted that some effects are increased for some receptors but overall effects are reduced. Further information on the assessment of airfields can be found in the Environmental Statement (ES), Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	X			
9-4.168	Suggest that Pylons RG118 and RG119 are relocated away from habitats of red listed species (list of species provided by respondent)	National Grid notes the respondent's feedback, pylons RG118 and RG119 are located for the preferred crossing of the railway. This crossing location keeps pylon heights lower as the railway is at grade rather than raised on an embankment. Crossing at other locations either further north or south are less preferred due to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		increasing the amount of woodland loss, transferring effects to other residential properties or increasing the number of angle pylons required. We are therefore not proposing a change to the location of these pylons. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-4.169	Suggest that the Project uses T-Pylons from Tacolneston to Shelfanger	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given it is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-4.170	Suggest that underground cables as part of the Waveney Valley Alternative (the underground option) are extended to Shelfanger Road from Wortham Ling	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the underground cable to Shelfanger raised in the respondent's feedback. The starting presumption in National Policy Statement			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		(NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WALOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National				

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		Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WALOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-4.171	Concern that the Project will impact the avenue of trees that lines one of the red haul roads, which runs from Thornham Road towards Spring Farm (vine.variances.mute). This is not actually a road, contrary to what is shown on Google Maps, and the removal of these trees would have a significant	National Grid notes the respondent's feedback. The alignment in this location has been amended and moved further east towards the railway which has also moved the haul road further east. The haul road was shown as a grey line on the statutory consultation plans and therefore the red access road referred to in the feedback			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
	impact on the wildlife and their habitats and would also remove the screening that these trees would provide to the residents on the east of the village / Suggest that the haul road is rerouted	is a permanent access road to access pylon RG118 for future surveys and maintenance if required and would not be used for construction. We are not proposing to construct anything for this permanent access route therefore existing tracks and roads are being used where possible and we do not expect any tree loss due to the permanent access route. Arboriculture and ecology surveys have been undertaken to establish the baseline ahead of undertaking an impact assessment. The Environmental Statement (ES), Appendix 8.1: Habitat Report (document reference 6.8.A1) and Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) provides further information.				
9-4.172	Concern about the impact of Pylons RG117 and RG118 on the water meadows at what3words reference: hillsides.trades.patching / Request for National Grid to provide environmental surveys at this location / Criticism that landowner has not been provided with environmental surveys	The permanent land take from pylon footings is relatively small proportional to field sizes and temporary land take during construction would be reinstated to its previous land quality during operation, meaning land management (including water meadows) should remain the same. Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2) provides details of soil handling during construction in line with good practice measures, to protect soil resources associated with water meadows. National Grid has made survey data and reports available to the public through the Environmental			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		Statement (ES), submitted as part of the Development Consent Order (DCO) application.				
9-4.173	Suggest that the Project uses underground cables at Offton (e.g. to mitigate the impact of Pylon at RG185, south-west of Willisham Tye, between Pylons RG189 and RG190, west of Offton, between Pylons JC13 and JC18 near Ashbrook Street, and along the proposed cable route north-west of Stratford St Mary) / Suggest that the Project uses High Voltage Direct Current (HVDC) underground cables at Offton	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Offton would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of NPS EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-4.174	Suggest that the Project is routed further east between Pylons RG108 and RG123 to avoid Gislingham (plan provided by respondent)	National Grid has considered the respondent's feedback, the alignment diverts to the west at Mellis due to a number of factors including avoiding impacts on Mellis common, avoiding heritage assets and therefore taking the opportunity to follow part of the route of the existing 132 kV overhead line which would then be replaced with underground cable, we are therefore not proposing an alignment further east here. The route then deviates back to the east of Gislingham, following feedback we are proposing a change to the alignment between RG113 and RG118 (now between RG112 and RG119) which would move the alignment further east			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		towards the railway. While the alignment cannot be routed exactly as requested we believe this change goes which goes someway to responding to the request.				
9-4.175	Suggest that Pylons RG162, RG163 and RG164 are relocated from the line of view of Creeting Hall to instead be routed to the west of the property where there is a warehouse depot and where the area is already being developed with substantial overhead lines	National Grid has considered the respondent's feedback and has reviewed alternatives to the west of Creeting Hall. Western alternatives would take the alignment closer to a greater number of properties at Stowmarket and Creeting St Peter and would have a larger number of angle pylons being less consistent with the Holford Rules. We are therefore not proposing a change to the alignment at this location. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	
9-4.176	Suggest that the Project uses underground cables for the first few miles from Bramford (e.g. to mitigate impact on views and cumulative impact / over development) / Suggest the use of underground cables for the Project at Bramford (e.g. as there is an existing underground transmission scheme in this location, so use of underground cables has previously been considered appropriate at this location)	National grid has considered the potential for cumulative effects at Bramford and this has influenced the development of the alignment and has also considered the Bramford to Twinstead reinforcement. The potential for cumulative effects was recognised and has been responded to by replacing some of the existing 132 kV overhead lattice pylons near to the substation by underground cable. The environmental effects and additional cost to install 132 kV underground cable are lower than those associated with 400 kV connections and has therefore been considered as the preferred approach. To the north, around 8 km of the PI overhead line route is to be replaced by underground cable from north of middle wood near Offton through to Bramford, To the south around 1.2 km of the PLD overhead line			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		route and around 2.8 km of the PHB overhead line route is to be replaced by underground cable. The effects of the Project are assessed and presented in the Environmental Statement (ES) and this has identified any need for additional mitigation that does not consider a technology change.				
9-4.177	Concern that Pylon RG137 is potentially too close to a horse riding arena and paddocks	National Grid has considered the respondent's feedback and is proposing a change to the alignment between RG135 and RG142 (as in between RG136 and RG143) which would move the alignment further to the west. This would therefore move RG137 further away from the horse riding arena and paddocks.			X	X
9-4.178	Concern about the impact of the highways compound for the Project on water meadow east of the old oak and tree lined avenue near Gislingham (e.g. on wildlife)	National Grid has considered the respondent's feedback and is proposing a change to the alignment between RG113 and RG118 which would move RG117 approximately 190 m further east towards the railway. This has also moved the haul road and highways compound further to the east. We have completed an Environmental Impact Assessment (EIA) which assessed the impacts of the Project including compounds, as well as any mitigation required. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-4.179	Suggest that the Project between Pylons RG118 and RG129 (especially Pylons RG118 and RG124) are relocated to mitigate impact on heritage property / Concern about the impact of Pylons RG118 to RG122, particularly RG120, on Starhouse Farm (e.g. impact on heritage)	National Grid has considered this feedback in terms of the extent to which potential heritage effects lead to a need for consideration of change as well as the effects that would arise from the potential changes. In respect of RG118 (now RG119) the 2023 and 2024 Design Development Reports (available on the Project website) considered alternative crossing locations and the 2025 Design Development Report (document reference 5.15) a route to the west of Gislingham and identified them to be less preferred including consideration of heritage effects. Alternative alignments at RG124 (now RG125) have also been considered in those Design Development Reports with alternatives further east and west considered including of potential heritage effects. In the absence of new information or identification of further factors no change is proposed. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.			X	
9-4.180	Suggest that the Project follows the route of the existing overhead lines along the A140	Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road infrastructure such as the A140, there are constraints and features that mean that National Grid do not consider paralleling would reduce environmental effects, or improve compliance with the Holford Rules or be			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		more consistent with the policy requirement to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential properties, woodlands etc) present very substantial challenges to routeing and siting. As a result, whilst paralleling of the A140 may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.				
9-4.181	Criticism that the Project between Pylons RG140 and RG150 is too close to homes, particularly from Cay Hill / Poplar Farm (postcode provided by respondent) to all homes in Saxham Street, including several listed houses	Neither UK law, National Policy Statements nor the Holford Rules prescribe minimum distances between overhead lines and homes, nonetheless routeing seeks to reduce effects where possible by considering, for example positioning the alignment midway between properties or positioning properties mid span all subject to the presence of other environmental features and constraints. In the absence of any specific request we do not consider the separation from residential properties to be inconsistent with policy. Any implications on landscape and visual receptors, residential amenity or			X	

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		from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-4.182	Concern about the impact of the Project on Furze Way / Suggest that there is no need for scaffolding at this location (e.g. a stop and go system would be sufficient)	National Grid has considered the respondent's feedback and has removed the requirement for scaffolding at this location.			X	
9-4.183	Suggest that the Project follows the original route at the back of Long Wood	The reasons for making this change were presented in the 2024 Design Development Report (available on the Project website) in the section beginning at paragraph 5.4.64. In the absence of new information or the identification of further factors we continue to consider the justification for the change to be valid. An Environmental Impact Assessment (EIA) has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.			X	
9-4.184	Suggest the use of underground cables between Pylons RG112 and RG121	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at RG112 and RG121 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of NPS EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-4.185	Suggest that the Project is relocated east (e.g. between Pylons RG102 and RG112 / between Pylons RG103 and RG111 / between Pylons RG95 and RG109) towards Mellis (e.g. as per pre-consultation plans; to mitigate impact on Burgate Little Green) / Suggest that Project is moved further east of Burgate and nearer Mellis Common between Pylons RG103 and RG111, so that the existing overhead line does not need to be replaced with underground cables and the Project can be accessed from the Mellis-Gislingham Road (e.g. to mitigate disruption to Burgate, Mellis and Gislingham) / Oppose the changes to the Project from the 2023 draft alignment and suggest that the Project is rerouted towards Mellis / Suggest that the Project is routed east of Burgate nearer Mellis Common on a route half way between the original route and currently proposed route	National Grid proposed the change to the alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change was proposed due to the identification of historic assets that need to be avoided as well as impacts on Mellis Common and the opportunity to follow the route of existing pylons. We are therefore not proposing a further change to the alignment back to the east at this location as suggested.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-4.186	Suggest that the Project is rerouted along the edge of the Mellis Conservation Area or parallel to the existing railway line between Pylons RG98 and RG116	National Grid proposed the change to the alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change was proposed due to the identification of historic assets that need to be avoided as well as impacts on Mellis Common and the opportunity to follow the route of existing pylons. It is not possible to follow the railway at this location. We are therefore not proposing a further change to the alignment at this location.			X	
9-4.187	Suggest relocation of Pylons RG162 to RG177 to mitigate environmental impact on the Gipping Valley Special Landscape Area and Hascott Hill in Battisford, avoid loss of future development potential through disruption to the millions of tonnes of commercially viable gravel deposits on the land at Creeting Hall and Doves Hill, and reduce impact on residents (e.g. leisure, landscape, property and business value) / Suggest that the Project is rerouted between Pylons RG160 and RG167 to mitigate the impact on the Gipping Valley	National Grid has considered the respondent's feedback and has reviewed alternatives to the west of Creeting Hall. Western alternatives would take the alignment closer to a greater number of properties at Stowmarket and Creeting St Peter and would have a larger number of angle pylons being less consistent with the Holford Rules. We are therefore not taking forward a change to the alignment at this location. A summary of the Holford Rules is provided within Appendix I22 of this report. We have taken account of existing, and approved development and sites with some status in the current minerals plan. No such sites have been identified in this area. We have not taken into account wider resource areas where there is potential for extraction but which have no planning status. Similarly we have taken into account other development projects applying the same		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		approach to considering those with some status in the planning system as set out in the 2024 Design Development Report (available on the Project website). Where a landowner has a concern about property values they should contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD				
9-4.188	Concern about use of the B1070 for the Project and request for information in relation to this, including: information regarding construction of the Project (e.g. mitigation and safety measures for the Holton St Mary and damaged verges such as from construction traffic; up-to-date research on impact and safety / risk assessments for cyclists / horse riders / pedestrians / drivers; protection measures and compensation plans for building damage caused; details on road closures for transporting cabling; clarity on how long peak build will be; the total number of vehicles that will be needed to build the haul road); criticism that National Grid have suggested that no cars park along the B1070 and request for information on what this finding is based on (given that cars do park on the B1070 as there is no car park in Holton St Mary); concern about the	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles and has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction. Through this process, National Grid has also considered alternative routes for this bypass, including the use of the historic railway alignment. These alternatives were discounted through assessment and identification of constraints and requirements.	X			X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
	impact of construction traffic for the Project on the access to Holton St Mary and to the school in East Bergholt due to lack of footpaths and the narrowness of B1070 which provides the only access (e.g. access to Doctors, Chemists, Shops, Manningtree Railway Station, Post Office; concern about safety). With this, suggest that National Grid use an alternative primary access route for construction of the Project using the dismantled railway line running from the A12 at the Capel St Mary slip road between Junctions 32A and 32B / the route north of the dismantled railway line to the Cable Sealing End (CSE) compound as the haul road instead of B1070 (plans provided by respondent showing alternative haul road locations)					
9-4.189	Suggest that the Project is routed further east over farmland at Little Green Burgate	National Grid proposed the change to the alignment, between RG102 and RG117 (previously RG103 and RG116), to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change was proposed due to the identification of historic assets that need to be avoided as well as impacts on Mellis Common and the opportunity to follow the route of existing pylons. We are therefore not proposing a further change to the alignment back further east at Litte Green Burgate as suggested.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-4.190	Suggest that the Cable Sealing End (CSE) compound is moved further north to Pylon JC6 (e.g. to improve safety for airplanes approaching Raydon Wings Aerodrome) and, with this, suggest that the construction compound JC-CC0 is also relocated further north to align with a new access road, the CSE and construction compound JC-CC0 (perhaps combining both construction compounds). If this is not possible, suggest that construction compound JC-CC0 is relocated near to the Notley Enterprise Park / to the dismantled railway line further north (plan provided by respondent) (e.g. to mitigate impact on Holton St Mary)	National Grid has considered the respondent's feedback highlighting a preference for an alternative position of the Cable Sealing End (CSE) compound away from Raydon Airfield. We have appointed an independent aviation consultancy who has engaged (with National Grid also present) with the operators of Raydon Airfield to inform their impact assessment. It is assessed that whilst the overhead line (including the CSE compound) represents a new obstacle in the vicinity of the aerodrome, it is sufficiently distanced from the runway, take-off and landing paths, and flight circuits to the north to enable operations to continue safely, although minor changes to operational procedures may be undertaken by the operator. We will continue to engage with them to confirm the acceptability of the design. Further information on the assessment of airfields can be found in the Environmental Statement (ES), Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2). National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles and has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction.	X			X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		Through this process, National Grid has also considered alternative routes for this bypass, including the use of the historic railway alignment. These alternatives were discounted through assessment and identification of constraints and requirements. National Grid has also carefully considered the feedback received during the statutory consultation for this construction compound. The proposed compound between Raydon and Holton St Mary serves underground cabling works between the proposed CSE compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land adjacent to Notley Enterprise Park would increase the distance that construction vehicles must travel from the Primary Access Route by approximately 1.5-1.8 km. Approximately two thirds of the cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements from the compound to work sites along the cable alignment.				
9-4.191	Suggest that 30 m T-pylons should be used for the Project near Mellis and Burgate (e.g. to mitigate visual impact)	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given it is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		found on the Project website) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-4.192	Suggest that underground cables are used for the Project from Burstall Lane between Cherwell House and Hill Farm House, notably from Burstall Lane between Cherwell House and Hill Farm House	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project from the south of Bramford Substation from Burstall Lane, would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of NPS EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-4.193	Suggest that underground cable should be used for the Project to the west of Needham Market and east of Badley (e.g. to mitigate impact on heritage and Needham Market)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project west of				

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		Needham Market and east of Badley would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-4.194	Concern that the construction zone required to install Pylons RG99 to RG103 impacts the respondent	Construction work areas have been designed to ensure there is adequate space for the construction teams to safely carry out their operations. Reducing works areas can have a significant impact on safety due to plant movement and material storage/assembly. If you have specific concerns regarding the impact on your property or land, we encourage you to seek third party advice. Alternatively contact the lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.			X	
9-4.195	Oppose the replacement of the existing overhead line with underground cables (adjacent to Pylons RG99 to RG108) for the Project (e.g. due to impact on wildlife)	The alignment of the existing UK Power Network 132 kV PKF route has been identified as the preferred corridor for the proposed 400 kV Norwich to Tilbury overhead line. The two overhead lines cannot co-exist within this same corridor identified due to the need to maintain adequate falling clearance distances thus necessitating the removal of a section of the PKF overhead line. The undergrounding of a 132 kV circuit is much less impactful than undergrounding a 400 kV circuit with the required land-take and construction area significantly reduced in comparison. More information on 132 kV			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		underground cable installation can be found on the UK Power Network website. The 132 kV underground cables have been routed to avoid the most ecologically sensitive habitats and key protected species, based on a range of ecology surveys undertaken in the area between 2023-2025. National Grid would make every effort to minimise disruption to wildlife from the installation of underground cabling during the temporary construction, with construction phase mitigation measures proposed within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and Outline Code of Construction Practice (CoCP) (document reference 7.2).				
9-4.196	Suggest that the underground cables, which are proposed to replace the existing 132 kV overhead lines near Offton as part of the Project, should be rerouted higher up the valley rather than in the floodplain next to The Channel (e.g. to mitigate impact on St Mary's Church Offton and disruption the fluvial geomorphology of The Channel)	National Grid has a mandate to be economic and efficient in its spend and so consideration of longer and more circuitous underground cable routes must be carefully considered against this mandate. In this case no fluvial geomorphology impacts are anticipated to St Marys Church and so the drivers to amend the underground cable route on this basis are considered insufficient. Further detail on UK Power Network 132 kV underground cable installation methodology can be found on the UK Power Network website.			X	
9-4.197	Suggest that underground cables are used between Pylons RG183 and RG200 (e.g. to mitigate impact on Offton, listed buildings, the Site of Special	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
	Scientific Interest (SSSI) of Middle Wood, and flight path to Wattisham Army Air Corps base)	considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at RG183 and RG200 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of NPS EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-4.198	Suggest that the Project is rerouted between Pylons RG146 and RG152 to the east of Saxham Street (e.g. to mitigate the impact on residences and heritage), and suggest that National Grid should take mitigation measures to reduce the impact of construction traffic on the proposed access adjacent to Saxham Street	National Grid has considered the respondent's feedback and has looked at moving the alignment to the east in this location, moving to the east would require a greater amount of removal of woodland and would also move it closer to other properties, transferring effects. It would also result in additional angle pylons with a greater change of direction, which would be inconsistent with the Holford Rules, therefore we are not proposing a change to the location of these pylons. A summary of the Holford Rules is provided within Appendix I22 of this report. An Environmental Impact Assessment (EIA) has been undertaken and the findings (including impact of construction traffic) are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.	X			

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9-4.199	Suggest that the Project is rerouted at Gislingham, as National Grid have been unable to resolve the loop of overhead lines running through the village	National Grid has considered the respondent's feedback and whilst no specific alternative is suggested, has reviewed a number of alternative alignments and adjustments in this area. These include broader alternative corridors, close paralleling etc but these are less preferred as set out in the 2023, 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15) We have also considered a suggestion to route to the west of Gislingham, which would decrease impacts to the north and east of the village but would transfer these effects by increasing impacts to the town further south. A western alternative route would also be approximately 500 m longer in length with a similar number of angle pylons, there would also be an increased impacts on listed buildings and very constrained routeing between homes. Adjustments to the east have also been reviewed though previous reasons for those not being preferred remain. On this basis no change is proposed.			X	
9-4.200	Suggest the use of T-pylons for the Project in between Gislingham and Stowupland (e.g. to mitigate visual and health impacts)	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given it is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see Appendix A of the 2024 Design Development Report (available on the Project webpage)) where there may be				

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		a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-4.201	Suggest that Pylons RG152, RG153 and RG154 are relocated (e.g. to mitigate landscape impact on the Western boundary of Earl Stonham / Plateau Clayland and visual impact), with Pylon RG153 relocated further away from the residences east of the proposed location)	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the landscape and on views and visual amenity, including careful siting of pylons to reduce impacts where possible. This includes siting away from, or equidistant between residential properties where feasible, whilst following an economical and technically feasible route that seeks to avoid other environmental constraints. In this location, routeing further west would necessitate the introduction of an additional angle pylon to accommodate a shift to the west. This would in turn increase the length of the route and bring the alignment closer to properties east of Stowupland and along Saxham Street. Properties to the east of the current alignment are over 250 m from the alignment, and there are small woodland strips and pockets of vegetation around areas of settlement that provide slightly more screening than properties to the west of the alignment. A shift slightly further to the west is unlikely to alter effects on landscape character and any direct loss of landscape features. For these reasons, the alignment remains preferred. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on visual amenity resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures where possible to reduce potential effects. A Landscape and Visual Impact Assessment (LVIA) has been produced and the approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3). The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13).				
9-4.202	Suggest that the Project should be routed away from land south of Bullen Lane (near Bramford Substation) due to future development (due to be constructed prior to the construction of the Project) (planning application reference provided by respondent)	The interface here was with the proposed construction compound. In light of landowner feedback and the emerging design detail of the future proposals a relocation of the compound has been progressed further south within the same field (to avoid conflict with other developments) and providing a more direct and shorter access for construction activities.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-4.203	Suggest that Pylons RG118 and RG119, and associated haul roads for the Project, should be relocated away from Spring Farm (e.g. due to impact on business as the land is bisected, and impact on biodiverse water meadow)	National Grid has considered the respondent's feedback and has made a change to the alignment between RG113 and RG118 (now RG112 and RG119) which would move the alignment (and RG118 and RG119) further east towards the railway. The Environmental Statement (ES) (document reference Volume 6: Environmental Statement) assesses the likely significant residual effects of the Project on a variety of environmental topics (including Cultural Heritage, and Landscape and Visual). ES Chapter 17: Cumulative Effects (document reference 6.17) reports any cumulative effects as a result of the Project's interaction with other projects and multiple effects on a single receptor.			X	
9-4.204	Suggest that the use of underground cables for the Project at Waveney Valley is extended to Pylon RG94 (e.g. to mitigate impact on the Wortham Ling Site of Special Scientific Interest (SSSI) and the Waveney Valley flood plain, such as at Pylon RG90), with a trenchless construction method used (e.g. to mitigate impact on fen peat soils)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable to RG94 raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WALOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WALOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified. We have undertaken an EIA including assessments on ecology (including Sites of Special Scientific Interest). The results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.9 to 8.11 (document reference 6.8.A9 - 6.8.A11) of the ES. Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England and the local planning authority as relevant.				
9-4.205	Suggest that Pylons RG184 and RG185 are relocated to the north, so that Pylon RG185 is located on an existing field boundary (ideally the northern field boundary if possible)	National Grid notes the preference from certain landowners for pylons to be situated along hedge lines where possible to reduce the impact on agricultural activities and reduce land take. We have assessed			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		requests from landowners on an individual basis. RG185 (now RG186) is as close to a field boundary as possible while taking into account the Public Rights of Way (PRoW) on the field boundary. RG184 (now RG185) cannot be moved to a field boundary due to the large nature of the field. Unbalanced span lengths and taller pylon heights would be needed to place this pylon on a field boundary which would increase visual effects and so would be less preferred. We are therefore not proposing a change to these pylon locations.				
9-4.206	Suggest that maintenance access for the Project should be from Offton Road via the existing farm track that leads from the sugar beet pad (on Bulls Ash Corner) leading in a north easterly direction rather than down Tye Lane as currently proposed (e.g. due to the narrow nature of this road)	National Grid notes the respondent's feedback. The access route proposed is for future survey and maintenance, if required, and would not be used for construction. We are not proposing to construct anything for this permanent access route, existing tracks and roads are being used where possible. Permanent access to RG185 (now RG186) would utilise the track to the north-east as suggested.			X	X
9-4.207	Suggest that the use of underground cables for the replacement of the existing 132 kV overhead line is extended (near Ringshall) across respondent's land (e.g. as this route would be shorter and more direct)	National Grid has a mandate to be economic and efficient in its spend and so consideration of longer and more circuitous underground cable routes must be carefully considered against this mandate. In this instance, there is insufficient justification to increase the mitigation against the mandate. In this particular location the proposed 132 kV underground cable is routed in the shorter, most direct route across the fields, noting the need to be offset from environmental constraints.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-4.208	Suggest that Pylon RG186 and proposed haul road are relocated away from sugar beet pad (located to the north-west of Pylon RG186), or alternatively that National Grid make provision for a new sugar beet pad to be constructed elsewhere on the respondent's land (proposed location and specification of the sugar beet pad provided to National Grid previously)	National Grid notes the respondent's feedback. We are unable to move RG186 (now RG187) due to multiple constraints in the area as well as the space required around the pylon for stringing of cables during construction. National Grid suggests the landowner contacts the Project Lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.			X	
9-4.209	Suggest relocation of Pylons RG205 and RG206 to be directly on top of the field boundary rather than being offset, and suggest relocation of the Construction Compound RG-CC06 further to the south of the field to mitigate impact on farming operations	National Grid notes the preference from certain landowners for pylons to be situated along hedge lines where possible to reduce the impact on agricultural activities and reduce land take. We have assessed requests from landowners on an individual basis and have therefore moved RG205 to be on top of the field boundary. RG206 has also been moved further south.			X	X
9-4.210	Suggest the Project follows the existing 400kV overhead line between Forward Green and Little Stonham to remove the sharp change in direction (plan provided by respondent) (e.g. to mitigate impact on Roydons Hall (Creeting St Peter), Hempnalls Hall, Boundary Farm, Batts Farm, Potters Farm, Wicks Farm, Eldens Lane Farm, Cotton Lodge, Wimble Lane Cottage, Red House Farm and all properties along Saxham Street; Church Farm, Batts Farm and Lodge Farm; the nature reserve (land parcel reference provided by respondent))	National Grid notes the potential for close paralleling to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features adjacent to the existing overhead line that mean that overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules and be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. In the area identified from around RG128 to RG160 there are features to east and west of the existing overhead line (including listed buildings,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		residential property, woodland etc) that create a need for multiple diversions, making this alternative less preferred due to the greater level of effects and need for multiple connection outages. As a result, whilst close paralleling may appear beneficial, overall, the increased environmental effects where the lines must converge and diverge, and those increased effects on properties with overhead line to both sides are considered greater than those introduced by a new route alignment separated from existing 400 kV overhead lines. In the absence of new evidence or new information no change is proposed.				
9-4.211	Suggest that the Project should be rerouted further east to run along field boundaries and away from residences (between Pylons RG121 and RG128), and criticism of National Grid's response to this change request when previously raised (e.g. National Grid do not specify where this change would mean that the Project is closer to the other residential properties to the east) (plan provided by respondent)	National Grid notes the respondents' comments but also notes that the alternative alignments have been described or mapped, as set out in the 2024 Design Development Report (available on the Project website). On that basis we do not think it necessary to identify every property that was closer or further from the alignment. The specific change requested would move the alignment closer to residential properties at Abbey Farm Cottages and at Surwood Farm, from a position approximately equidistant between property to east and west. A change was made going someway to reducing the effects but was limited to avoid transfer of effects wholly to other parties. No further change is proposed.			X	
9-4.212	Suggest that Coldham Grove (near Gislingham) should not be used as an access road for the Project	National Grid notes the respondent's feedback. The access route proposed is for future survey and			X	

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		maintenance if required and would not be used for construction. We are not proposing to construct anything for this permanent access route, existing tracks and roads are being used where possible.				
9-4.213	Suggest that the Project is rerouted between Pylons RG131 and RG139 to follow field boundaries (e.g. to mitigate disruption to farmland and farming operations and avoid crossing over the gas pipeline; to mitigate damage to wildlife)	The alignment in this location cannot readily follow field boundaries as this would require increased tree removal. That said we have sought to reposition some pylons close to field boundaries and repositioned the haul road as well as the route of any underground lower voltage cables around field edges where possible (e.g. RG138). In some cases, the alternative route suggested in feedback for access reduces efficiency through the introduction of multiple dead ends and is less preferred, or in other cases alternative pylon positions would place the pylons much closer to residential properties.			X	
9-4.214	Suggest that the Project should be rerouted as far east as possible away from respondent's property in Cotton (address and grid reference provided by respondent), as a minimum to the midway point between the respondent's residence and Lodge Farm in Mendlesham	Making this change as suggested would require additional angle pylons and would be less consistent with Holford Rule 3 in order to avoid transferring effects to other residential properties. A summary of the Holford Rules is provided within Appendix I22 of this report. As such, it is less preferred and no change is proposed. We have considered a range of alternatives in this area, as set out in the 2023 and 2024 Design Development Reports (available on the Project website) and consider that the alignment represents an appropriate balance reducing the effects as far as possible with as straight an alignment as possible.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-4.215	Criticism of the dog leg at Pylon RG154 to the east (which brings the Project in very close proximity to heritage assets (including Grade II* and Grade I listed assets) and across the Gipping River valley and over a railway line), and suggest that the dog leg is relocated slightly to the west to avoid heritage assets, bringing the Project through Gateway 14 (which has large-scale distribution buildings and several distribution pylons). With this, suggest that UK Power Networks (UKPN) pylons are removed and replaced with larger pylons (also allowing UKPN cables to be placed on them). Suggest that the Project should then cross the River Gipping in an industrial location and rejoin the currently proposed route at RG176 to avoid Badley Wood	The 2024 Design Development Report (available on the Project website) revisited alternative routes in this area as set out from paragraph 5.4.86 and included alternatives in this area but considered them less preferred. On the specific feedback the existing 132 kV alignment cannot be followed as it would be too close to residential properties and other built development and would oversail and therefore substantially curtail a site allocated for development. In the absence of any other new evidence or the identification of further factors the previous decision making remains valid. No change is proposed.			X	
9-4.216	Concern that the Project will divide respondents farm into two due to the access road being built (e.g. whilst compensation could help compensate the farmers, the impact on wildlife could not be compensated and the farm would become uneconomical to continue business)	National Grid has considered the respondent's feedback and note their concerns about the haul road route through their farm. As the haul road needs to be in close proximity to the alignment, an alternative alignment in this location has been assessed. An alternative to the west or east would be a longer route with more angle pylons and would be less consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. Moving pylons from some fields to other fields is considered to transfer effects from one landowner to another and therefore we are not proposing a change to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		the alignment and therefore the haul road in this location. National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this assessment is provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD				
9-4.217	Concern about the impact of haul roads and construction laydown area proposed for the Project in the small grass meadow and fields to the east of the respondent's property on Coldham Lane, Gislingham (e.g. impact on wildlife (list of species	The impacts on agricultural land, soils and agricultural land holdings are assessed in full in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES). Appendix C: Outline Soil Resource Plan of the Outline Code of Construction			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
	provided by respondent); impact on farming, including reduction of Sustainable Farming Incentives and soil compaction)	Practice (CoCP) (document reference 7.2) also sets out key strategy, methodology and guidance, and outlines key soil mitigation measures to protect soil resources (i.e., avoiding soil compaction) during the stages of preconstruction, construction, post construction and operation. Any land acquired temporarily during construction (including that from haul roads and construction laydown areas) would be returned to its former land use/condition or a use/condition as discussed with the landowner (where practicable), meaning land quality and land management including Sustainable Farming Incentive schemes should remain the same post construction. A range of protected species and other ecological surveys have been undertaken and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1 - 6.8.A16) of the ES. Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England and the local planning authority as relevant.				
9-4.218	Concern about the haul road for the Project on Thornham Road (e.g. impact on traffic and access to the A140), and suggest that Pylon RG119 should be accessed from the Wickham Skeith direction instead	It appears that there is a misunderstanding with the permanent access and the construction access. There is a permanent access located off Thornham Road that would not be used as a construction access. National Grid has not proposed to use Thornham Road in Gislingham as part of the Primary Access Routes for construction access from the Strategic Road Networks			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		/Major Road Networks. The haul road crosses Thornham Road, hence a crossover bellmouth is proposed. A bellmouth is also provided to the east of this location to allow construction access to the haul road south of Thornham Road leading towards Pylon RG120. The access to A140 would remain open and would be unaffected. The proposed traffic management at haul road bellmouths is detailed in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The impact on Thornham Road between haul road access bellmouths can be found within Chapter 16: Traffic and Transport (document reference 6.16) of the Environmental Statement (ES) which has undertaken an assessment of the impact of peak construction traffic along all Primary Access Routes.				
9-4.219	Suggest that the Project should be rerouted away from Gislingham through the less populated area west at the end of Mill Street, crossing Back Street between Jenny Bungalow and Nu Lodge Farm and then across the fields to join the currently proposed route around Eastlands Farm Finningham	National Grid has considered a change to the alignment to pass the west side of Gislingham. This would reduce residential amenity effects for a number of properties to the eastern and north-eastern edges of Gislingham. However, those residential amenity effects are transferred to residential properties to the western and southern edge of Gislingham and potentially to the north-eastern side of Finningham depending on route used to return to the 2024 preferred draft alignment. Additionally, any route to the west also has to pass			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		between properties less than 150 m apart whereas this is the minimum separation distance to the closest residential properties when routed to the east. As a result of this a western alternative route is less consistent with Holford Rule Supplementary Notes. A summary of the Holford Rules is provided within Appendix I22 of this report. On heritage assets, a route to the west would increase separation to the moat to the west of Mellis Common but require an alignment passing closer to a greater number of listed buildings, albeit overall there is considered to be no major difference in consistency with Holford Rule 2. However, the alternative to the west is considered less consistent with Holford Rule 3 being around 500 m longer with at least one more pylon. Overall, this requested change is considered to be less preferred and is therefore not proposed to be taken forward.				
9-4.220	Suggest the use of High Voltage Direct Current (HVDC) underground cables for the Project through Creeting St Peter or, if this is not possible, suggest the use of T-pylons for the Project through Creeting St Peter	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Creeting St Peter would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of NPS EN-5. The LVIA is presented in the Environmental Statement (ES),				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given it is the surrounding context				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report (available on the Project webpage)) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; HVDC overhead line and underground cables; and Gas Insulated Line (GIL). HVDC is not normally used across land as converting AC to DC and back again would require converter stations so it can be used in the rest of				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
		transmission network and the distribution network which is currently AC. These converter stations are a significant size and would be required at every interface with the wider AC network i.e at Norwich, Bramford, East Anglia Connection Node (EACN) substation and Tilbury substations, the cost of these converter stations outweighs the benefits offered. This is covered within the ES (document reference Volume 6: Environmental Statement) as well as in the 2025 Design Development Report (document reference 5.15) submitted with the Development Consent Order (DCO) application. Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
9-4.221	Suggest that an access road from the A12 at or near Junction 13 (the Four Sister's Junction) passing to the North of Holton St Mary until the entrance of Notley Enterprise Park on Acacia Road is constructed for the Project instead of using the B1070	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles and has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction. Through this process, National Grid has also considered alternative routes for this bypass, including the use of the historic railway alignment. These alternatives were discounted through assessment and identification of constraints and requirements.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-4.222	Suggest the Project should follow the railway line adjacent to Gislingham northwards before crossing south of Mellis to mitigate damage of farmland (plan provided by respondent)	National Grid has considered the respondent's feedback, the alignment diverts to the west at Mellis due to a number of factors including avoiding impacts on Mellis Common, avoiding heritage assets and therefore taking the opportunity to follow part of the route of the existing 132 kV overhead line which would then be replaced with underground cable. The route then deviates back to the east of Gislingham, following feedback we have made a change to the alignment between RG113 and RG118 (as in between RG112 and RG119) which would move the alignment further east towards the railway, however we are not proposing to move the alignment back further east towards Mellis as suggested due to the reasons above.			X	X
9-4.223	Suggest that the Project is rerouted further north in this Section	National Grid notes the respondent's feedback, however without further detail about which part of the section is being referred to we are unable to comment further.			X	
9-4.224	Suggest that the Project is relocated north by 1/4 mile to Darrow Lane to Common Road (e.g. to mitigate impact on properties and to mitigate fire risk to crops) and is located north of this junction	National Grid has considered the respondent's feedback, moving the alignment to the north to Common Road would make the alignment longer and less direct, which would be less consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. There are also constraints to routeing due to pinch points between properties when passing south towards Bressingham, which would transfer or increase effects. We are therefore not proposing a change to the alignment at this location.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-4.225	Query about what the construction laydown area at Acacia Road will be used for, and suggest that this is relocated further north	National Grid has noted the respondent's feedback and has reviewed alternative locations for JC-CC2. The proposed compound between Raydon and Holton St Mary serves underground cabling works between the proposed Cable Sealing End (CSE) compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land adjacent to Notley Enterprise Park would increase the distance that construction vehicles must travel from the Primary Access Route by approximately 1.5-1.8 km. Approximately two thirds of the cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements from the compound to work sites along the cable alignment. In response to various pieces of feedback, National Grid has proposed the construction of a separate construction haul road to the north of Holton St Mary, to remove construction traffic from the majority of the B1070.	X			X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.226	Suggest that the Project should be routed in a straight line between Pylons RG101 and RG113 around Burgate (e.g. to mitigate the impact on trees, including ancient oaks, and hedgerows)	National Grid proposed the change to the alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change was proposed due to the identification of historic assets that need to be avoided as well as impacts on Mellis Common and the opportunity to follow the route of existing pylons. We are therefore not proposing a further change to the alignment at this location. A full range of ecology surveys have been undertaken across the 2022-2024 period. Results of these baseline surveys, an impact assessment and any proposed mitigation have been detailed within Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8). Detailed mitigation measures are also set out within the Outline Code of Construction Practice (CoCP) (document reference 7.2) which contains a list of relevant good practice measures to avoid or reduce impacts.			X	
9-4.227	Suggest that Pylon RG116 is relocated further north and east away from the floodplain, and by default away from Gislingham Village. The copse to the east would provide some screening and provides an opportunity to cross the railway line at that point	National Grid has considered the respondent's feedback and made a change to the alignment between RG113 and RG118 (now RG119) which moved RG115, RG116, RG117 and RG118 further east away from Gislingham. RG117 would also then be positioned on the other side of the copse as suggested. Crossing the railway at the location suggested would result in the loss of a greater amount of woodland to the east of the railway and would			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		be closer to a campsite and venue to the east. Therefore, we are not proposing a change to cross the railway at this location.				
9-4.228	Concern that the siting of Pylons RG117 and RG118 and permanent compounds will mean very restricted vehicle access and closure of all public footpaths to the Thornham Wildlife Site / Suggest that Pylons RG117 and RG118, and all compounds, are located to the east of the railway line	National Grid has considered the respondent's feedback and has made a change to the alignment between RG113 and RG118 which would move RG116, RG117 and RG118 (now RG119) further east away from Gislingham. RG117 would also then be positioned on the other side of the copse as suggested. Crossing the railway at the location suggested would result in the loss of a greater amount of woodland to the east of the railway and would be closer to a campsite and venue to the east. Therefore, we are not proposing a change to cross the railway at this location. Vehicle access would be maintained throughout the construction period. An Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) has been prepared and submitted as part of the Development Consent Order (DCO) application. The document details the mitigation strategy for PRoW during construction and Access, Rights of Way and Public Rights of Navigation Plans (document reference 2.5) have been prepared. An assessment on the impact on PRoW during construction and proposed mitigation measures has been provided within Chapter 16: Traffic and Transport			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference 6.16) of the Environmental Statement (ES). The material laydown area location is specifically positioned next to the proposed highways mitigation works which are required to a major lane west of the railway bridge.				
9-4.229	Due to the proximity of the Project between Pylons RG110 and RG120 and residential properties and businesses, and in particular Pylon RG117 which is less than the 300m buffer used by National Grid to assess the impact, Gislingham would be subject to significant noise and vibration. The Preliminary Environmental Information Report (PEIR) from April 2024 (section 5.10) acknowledges that construction activities, increased road traffic and ongoing maintenance will have significant noise and vibration impact. Criticism that the report then goes on to give an opinion that the effects would not be significant without providing any information to support such a conclusion. In addition, the mitigations are just stated as best practice methods without providing any detail for the stakeholder to scrutinise. Criticism that this approach is unacceptable, as a statutory consultation should at least include the results of local noise and vibration tests at significantly affected locations. Suggest that a mitigation for this would be to realign	The Preliminary Environmental Information Report (PEIR) was a preliminary document and reflected the Project proposals at the time. The 300 m buffer refers to the study area for assessing the effects of construction noise. Similarly, a 100 m buffer is used to assess the effects of construction vibration. However, these are not the distances within which significant effects are expected. Significant effects are only expected within much shorter distances than study area buffers. Additional buffers were presented in the PEIR showing where there are potential significant adverse effects without mitigation. These are referred to as construction noise and vibration 'hot-spots'. In both cases, the assessment presented in the PEIR demonstrated that significant adverse effects at the identified 'hot-spots' would not be expected where best practicable means are employed to reduce the effects of construction noise and vibration. Chapter 14: Noise and Vibration of the Environmental Statement (ES) (document reference 6.14) considers the potential effects of construction noise and vibration, and construction traffic noise associated with the Project.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	these pylons further from Gislingham village and retain existing treelines and hedgerows, and the railway embankment as sound buffers	The assessment presented in the ES is based on a more detailed assessment of noise and vibration from each construction activity at each receptor within the study area. Similar to the PEIR, the assessment initially presents the findings without mitigation so that 'hot-spots' can be identified where mitigation is required to avoid significant adverse effects. The assessment then considers the effect of mitigation at these locations to determine whether there would be any remaining significant adverse effects. The assessment demonstrates that no significant adverse effects are expected where best practicable means are employed to reduce construction noise and vibration effects. The ES presents outline mitigation measures to be implemented to mitigate effects which are presented within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the associated Outline Noise and Vibration Management Plan (NVMP) (Appendix F of the CoCP). Further detailed construction noise and vibration assessments will be undertaken by the Main Works Contractors(s) prior to commencing works and site specific, best practicable means mitigation measures will be determined at that stage. National Grid has considered the respondent's feedback and made a change to the alignment between RG113 and RG118 (now RG119) which moved RG115, RG116, RG117 and RG118 further east away from Gislingham. RG117 would also then be positioned on the other side				

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		of the copse as suggested. Crossing the railway at the location suggested would result in the loss of a greater amount of woodland to the east of the railway and would be closer to a campsite and venue to the east. Therefore, we are not proposing a change to cross the railway at this location.				
9-4.230	The Preliminary Environmental Information Report (PEIR) from April 2024 (Section 5.13) considers the cumulative effects of the Project. Criticism that the report is completely remiss in not identifying that many locations are affected by multiple significant aspects of the Project (in particular in Gislingham). Section 5.13.9 confirms that cumulative effects are likely but is reliant on individual mitigations. Criticism that this is inadequate and focused mitigation with community consultation is required for these significantly affected locations	The Preliminary Environmental Information Report (PEIR) was undertaken in April 2024 and was a preliminary assessment (i.e. a full assessment at that stage had not been undertaken). Further environmental studies have been undertaken since the submission of the PEIR. The Environmental Statement (ES) (document reference Volume 6: Environmental Statement) assesses the likely significant residual effects of the development on a variety of environmental topics. ES Chapter 17: Cumulative Effects (document reference 6.17) reports any intra-project and inter-project cumulative effects. Construction, Landscape and Visual effects are anticipated on pedestrians, cyclists and horse riders who may use roads, PRoW, long distance footpaths or cycle routes within several Visual Receptor Areas (VRA) within Project Section B. These include VRA B4 Finningham and Gislingham. During all our consultations we welcomed feedback on all aspects of our proposals, including on our proposed mitigation in affected locations. Following our consultations we considered all the feedback we			X	

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		received and amended our proposals where necessary. We also held a targeted consultation on a proposed change in Gislingham where we welcomed further feedback on our proposals and mitigations in this area.				
9-4.231	Suggest that the Project between Pylons NG117 and NG119 is rerouted a few hundred metres to the north of Thornham Road (plan provided by respondent) where there is adequate clearance (e.g. to mitigate impact on farm, ancient trees, water meadows, long standing hedgerows, productive farmland, wildlife habitats and listed building)	National Grid has considered the respondent's feedback and has made a change to the alignment between RG113 and RG119 which would move RG116, RG117 and RG119 further east away from Gislingham.			X	X
9-4.232	Suggest that Pylon RG161 is relocated to the field boundary next to Mill Lane (plan provided by respondent, e.g. to mitigate impact on farming)	National Grid notes the respondent's feedback; we are unable to move RG161 (now RG162) further south towards to Mill Lane as space is required for scaffolding to be erected next to the road during construction. The impact of permanent pylon footings on agricultural land is assessed in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES). Design sought to minimise impacts on farming activities when considering pylon locations, including RG161. The pylon footings cover a relatively small area of land proportional to field sizes; therefore, the impacts on farming activities and agricultural yields should be small. Should any landowner have any specific queries regarding impacts to farming or compensation please contact the Project lands team to discuss:			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-4.233	Suggest that the laydown area at Pylon RG162 is relocated, moving it from the West of the working width to the East to minimise the short term disturbance to the use of the remaining land within the field, outside of the working width, whilst still providing National Grid's contractors with sufficient space to lay down their equipment (plan provided by respondent)	National Grid notes the respondent's feedback. We have moved the construction laydown area further east underneath the overhead line. It is not possible to move the laydown area as far east as suggested by the respondent.			X	X
9-4.234	Suggest the removal of a proposed temporary / permanent access between Pylons RG162 and RG163 on the basis that it relies upon the use of an existing bridge, which currently straddles the river but which following the sale and splitting up of the land holding, will shortly be removed	A change to the permanent right of access is proposed in response to the feedback. For construction access we propose to retain use of a crossing (with temporary bridge installed if required) as it is more efficient than upgrading the alternative via Creeting Hall and avoids the routeing of construction traffic past residential properties at Creeting Hall.			X	X
9-4.235	Concern about the impact of haul road for the Project between Pylons RG190 and RG191 on protected hedgerow (list of species provided by respondent), and suggest that the haul road is relocated 80m east	National Grid notes the respondent's feedback. We have made a slight change to the haul road to traverse the western edge of the field boundary, as well as crossing the hedgerow under the alignment to minimise vegetation loss to the same area. At the northern end,			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	to cross a narrower, less ecologically diverse hedgerow (plan provided by respondent)	the position of the haul road is dictated by the crossover bellmouth that is positioned to ensure highway safety requirements are met. A range of protected species and habitat surveys, including hedgerow surveys, have been undertaken and the results are outlined in the Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES). Appropriate mitigation would be implemented, including reinstatement of the hedgerow on completion of works, as agreed with the Local Planning Authority. Mitigation for hedgerow habitat loss is also presented in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-4.236	Suggest that the Project should follow a more direct route between Pylons RG154 and RG165 (e.g. rather than the dog leg)	National Grid has considered the respondent's feedback and has reviewed alternatives to the west of Creeting St Peter between RG154 and RG165. Western alternatives would take the alignment closer to a greater number of properties at Stowmarket and Creeting St Peter and would have a larger number of angle pylons being less consistent with the Holford Rules. We are therefore not taking forward a change to the alignment at this location. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	
9-4.237	Suggest that the construction haul road for the Project between Pylons RG161 and RG162 should follow a more direct route (e.g. to mitigate impact on farming due to the dog leg)	National Grid notes the respondent's feedback. The haul road between RG161 and RG162 (now RG162 and RG163) is this shape due to the need to route around the conductor stringing work area to the east of pylon			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		RG162 (now RG163). Both the haul road and stringing work area are temporary for construction only and land will be reinstated post construction.				
9-4.238	Concern about the impact of the Project on Stage Zero river restoration works of the River Waveney as part of the Waveney and Little Ouse Landscape Recovery Project (WaLOR), given that proposed Stage Zero restoration will see the main river channel move away from the two sections of Horizontal Directional Drilling (HDD) (plan provided by respondent) and the trenched depth of 0.9-1.4m (to top of cable) is likely to impact river restoration, and suggest that changes to where deep bodies of water occur should be considered for the Project. Similarly, concern that, should a delay occur in the delivery of Stage Zero river restoration by WaLOR and the Project is constructed first, the Project could compromise the delivery of Stage Zero restoration works if the route and depth of the underground cables were not carefully designed to accommodate future river restoration proposals (e.g. impact the guaranteed payment, a legally binding agreement between WaLOR, landowner and government to deliver the WaLOR objectives, including Stage Zero restoration). With this, suggest that the sections of HDD for the Waveney Valley Alternative are extended to avoid impacts to Stage Zero restoration, and that the use	Following careful consideration of feedback received from the public, stakeholders and the findings of our ground investigations (GI) and environmental surveys in the area, an overhead line design, rather than an underground cable in this area, has been taken forward. The effects of this design on the River Waveney are presented in the Environmental Statement (ES) Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12), which also considers the Projects interaction with the Waveney and Little Ouse Landscape Recovery (WaLOR) project. Detailed Agricultural Land Classification (ALC) surveys and additional peat surveys undertaken in the Waveney Valley identified organic mineral (peaty) soils, but not peat. The survey results are presented in full in Appendix 6.1: Agricultural Land Classification Report (document reference 6.6.A1) of the ES.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	of HDD is considered for the Project across the entire Waveney Valley (e.g. given the existing peat soils within the River Waveney Valley, the proposed plan to increase peat soils as part of the WaLOR project, and the potential impact to the historic river channel from a trenched crossing, using HDD to cross the entire span of the river valley would follow the 'Avoid' step in the Mitigation Hierarchy)					
9-4.239	Suggest that Pylon JC15 is relocated north away from Sproughton Park County Wildlife Site (CWS)	National Grid notes the respondent's feedback to move JC15 (now JC16) away from Sproughton Park County Wildlife Site (CWS). We are unable to move this pylon further away from the CWS without increasing impacts to Hintlesham Fisheries to the west or woodland to the east. Impacts on habitats, wildlife and ecology have been assessed by a team of specialists, who have inputted into the design process and are in considered in Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES).			X	
9-4.240	Support the use of Horizontal Directional Drilling (HDD) methods for the Project under priority habitat deciduous woodland at The Coombs County Wildlife Site (CWS), and suggest that HDD should also be used for the Project approximately 1km south at the priority habitat deciduous woodland around the crossing of the Black Brook, between two parcels of Black Brook CWS (e.g. currently proposed to be delivered using an open trenched method)	The underground cable installation methodology at Black Brook, has been subject to significant consideration due to the high ecological value of the site. A range of construction methods and routes have been investigated for the area. However, the site is highly constrained, including a property that is located immediately north of Black Brook, Black Brook local wildlife site (LWS) and priority woodland habitat. The use of Horizontal Directional Drilling (HDD) is not			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		technically feasible due to these site constraints and alternative trenchless solutions are expected to require use of tunnelling methods, which would be substantially more expensive than HDD. This cannot be justified in policy terms.				
9-4.241	Suggest the haul road access track to Saxham Street is relocated away from respondent's land and directly from Debenham Road to the south (e.g. to mitigate security risk; due to construction delays associated with Avian Flu; to mitigate impact on soils and farming)	National Grid notes the respondent's feedback. The haul road is required to be located as close to the alignment as possible and therefore we are not proposing a change to its location at Saxham Street. With regards to impacts on farming and risks associated with avian flu National Grid has and will continue to engage with all landowners and look to agree any suitable mitigation / compensation where required.			X	
9-4.242	Suggest an alternative route for the Project between Pylon RG140 and RG153, following west of Saxham Street (plan provided by respondent)	The 2023 and 2024 Design Development Reports (available on the Project website) have both considered this alternative and concluded that it was less preferred because of restricted space between properties. A planning application to the north of Stowupland Hall would further restrict routeing. This was confirmed to not be Environmental Impact Assessment (EIA) development in November 2024. Environmental and other studies have not identified any further information to alter this previous conclusion, and no new evidence is provided by the respondent nor further decision making factors identified. No change is proposed. The effects of the Project are assessed and presented in the EIA and this has identified any need for additional mitigation.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.243	Suggest that the use of underground cables (for the Waveney Valley Alternative) should be extended past Finningham to Mendlesham Road (pylon RG133)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of the underground cable past Finningham to Mendlesham Road raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				

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9-4.244	Suggest that the Project should follow the existing 132 kV overhead line near Brook Farm airstrip (e.g. to mitigate impact on the airstrip) and suggest that the replacement of the existing 132 kV overhead line with underground cables should be extended north to the River Waveney	Following consideration of this and other feedback the alignment has been modified to follow the alignment of the existing 132 kV overhead line from around PKF30. This allows continued flight activity from the airstrip, positions the alignment so that residential properties benefit from additional filtering of views from existing trees and also reduces the potential for cumulative effects. We considered the potential to extend the existing 132 kV underground cable further north, but cumulative effects were not considered to be at a level to justify the additional effects and costs given.			X	X
9-4.245	Suggest that the Project should be routed south-eastwards across Dams Lane towards the alignment of the existing 132 kV overhead line, to PKF30, PKF31 or PKF32 (subject to full assessment), and to connect from there back into the currently proposed alignment for the Project at Pylon RG102	Following consideration of this and other feedback the alignment has been modified to follow the alignment of the existing 132 kV overhead line from around PKF30. This allows continued flight activity from the airstrip, positions the alignment so that residential properties benefit from additional filtering of views from existing trees and also reduces the potential for cumulative effects. We considered the potential to extend the existing 132 kV underground cable further north, but cumulative effects were not considered to be at a level to justify the additional effects and costs given.		X		X
9-4.246	Concern about the impact of the Project on archaeological site around St John's House (west of Pylon RG95) and suggest that full geophysical surveys and trial trenching should be undertaken for the Project at this location. With this, suggest that	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of the crossing of Doit Lane raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	additional Horizontal Directional Drilling (HDD) may be needed at this location, including where the Project crosses Doit Lane	paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-4.247	Suggest that the Project should be routed between Burgate Road to the west and the Moatyard Plantation to the east, while still respecting the setting of the moated site by either starting the route change at Pylon RG108 or RG109 (e.g. to avoid the double crossing of Burgate Road; to avoid cutting	National Grid notes the respondent's feedback. The alignment diverts to the west at Mellis due to a number of factors including avoiding impacts on Mellis common, avoiding heritage assets and therefore taking the opportunity to follow part of the route of the existing 132 kV overhead line which would then be replaced with		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	through the Green Lane connecting Burgate Road and Mellis Road; to mitigate impact on landscape and views)	underground cable. Moving the alignment between Burgate Road to the west and the Moatyard Plantation to the east would impact a non-designated heritage asset and we are therefore not proposing a change to the alignment at this location.				
9-4.248	Suggest that the replacement of the existing UK Power Networks (UKPN) overhead line with underground cables should be extended to PKF14 (e.g. to mitigate the concentration of energy infrastructure at Burgate Road), and suggest that robust screen planting should be provided around the Cable Sealing End (CSE) compound	National Grid notes the feedback received and all feedback has been taken into consideration as part of the iterative design process. National Grid has liaised with UK Power Networks to understand opportunities for the existing 132 kV network rationalisation. The Project includes proposals to replace certain sections of existing 132 kV overhead line connection with underground cable to rationalise the network and mitigate the effects of the Project as outlined in paragraph 2.10.5 of National Policy Statement (NPS) EN-5. The existing 132 kV overhead line is proposed to be dismantled and underground between pylons PKF35 to PKF16 to facilitate the proposed 400 kV overhead line in this section. Extending the length of underground a further two spans to PKF14 to the west would be over and above what is required technically to facilitate the Project and would bring works associated with the Cable Sealing End (CSE) compound closer to other receptors, thus this change has not been made. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		environment for the Project to be assessed against, to identify if significant landscape and/or visual effects are likely to arise. The LVIA sets out the potential visual effects and identifies areas for potential mitigation planting to reduce visual impacts to local receptors. The landscape and visual assessment is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals. The findings and conclusions of the LVIA and other topics assessments have been considered within the cumulative impact assessment for the Project. The list of developments as part of the cumulative assessment are presented on ES Chapter 17: Cumulative Effects (document reference 6.17). This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.				
9-4.249	Suggest that the proposed access to the construction corridor from Thornham Road / Major Lane via Coldham Lane should be relocated away from unused track with mature, potentially veteran, trees on either side (e.g. to mitigate impact on ecology and cultural heritage) and instead suggest that an access should be created directly into the	There is a misunderstanding with the permanent access and the construction access. There is a permanent access located off Thornham Road this would not be used as a construction access. National Grid has not proposed to use Thornham Road as part of the Primary Access Routes (PARs) for construction access. The permanent access route for future surveys and maintenance that was routed along the unused track		X		X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	corridor from Thornham Road / Major Lane at a suitable point, where it crosses the corridor	with mature trees either side has been removed from the Order Limits. The permanent access route for future surveys and maintenance to pylons RG119 and RG120 now comes from Coldham Lane from the west.				
9-4.250	Suggest that the Project should be rerouted between Pylons RG160 and RG167 to the west of Creeting Hall (e.g. to mitigate impact on former Special Landscape Area and listed building) and suggest that the use of underground cables is considered (e.g. to mitigate impact on Public Rights of Way (PRoWs)) subject to full geophysical surveys and trial trenching	National Grid has considered the respondent's feedback and has reviewed alternatives to the west of Creeting Hall. Western alternatives would take the alignment closer to a greater number of properties at Stowmarket and Creeting St Peter and would have a larger number of angle pylons and be less consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. Greater heritage effects may occur depending on the alternative potentially on the Grade I Church of St Peter. We are therefore not proposing a change to the alignment at this location. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB)). Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between RG160 and RG167 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference 6.13) and this has identified any need for additional mitigation.				
9-4.251	Suggest that the Project should be rerouted to the west of Creeting St Peter and through Gateway 14, crossing the river in an industrial location and using distribution pylons already sited on Gateway 14	National Grid has considered the respondent's feedback and has reviewed alternatives to the west of Creeting St Peter, close to or through Gateway 14. Routes through the development site present challenges as they require increased pylon heights to achieve necessary clearance and over sails itself is problematic for maintenance. The route available is to the east of an area of woodland which leads to this alternative having a greater level of effects to residential amenity by close routeing to the west of Creeting St Peter to avoid an area of woodland and the development footprint. We are therefore not taking forward a change to the alignment at this location.			X	
9-4.252	Suggest that the Project should be rerouted to the south of the Waveney Valley to replace the existing 132 kV overhead line (e.g. to mitigate impact on airstrip)	National Grid has considered this feedback in conjunction with other feedback and has made a change in line with this request and further extended the 132 kV replacement by underground cable south of the Waveney Valley to start north of the A143, which avoids impacts to Brook airstrip.			X	X
9-4.253	Suggest that the Project is rerouted to run to the east of Middle Wood (Offton Site of Special Scientific Interest (SSSI)) to mitigate the need for the Project to pass over woodland.	National Grid notes the respondent's feedback. The existing 132 kV overhead line at Offton is proposed to be replaced by underground cable to the east of Middle Wood, Offton Site of Special Scientific Interest (SSSI). The Project is to be routed to the west, which is a shorter, more direct route and more consistent with the Holford Rules. A summary of the Holford Rules is	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		provided within Appendix I22 of this report. The alignment has been designed to avoid oversail of the woodland with an appropriate 15 m buffer applied to ensure no detrimental impact on the SSSI. No removal of woodland within Middle Wood, Offton SSSI is proposed.				
9-4.254	Suggest the introduction of a new Grid Supply Point (GSP) in the Stowmarket area in order to coordinate the scheme with other relevant and reasonably foreseeable development projects in the area and to maximise benefits and improve area connectivity for Freeport East at Gateway 14 and Stowmarket area	National Grid would only promote new Grid Supply Points (GSP) where they are essential to meet the purposes of the Project by allowing removal of an existing line to provide space for the new overhead line. This is not the case in the Stowupland area so the Project cannot provide this. The alternative is for the provision of a new GSPs to be defined by National Energy System Operator responding to applications by generators or Distribution companies (either UK Power Network or independent Distribution Network Operators). No such requirement has been raised to National Grid. No change is therefore proposed.			X	
9-4.255	Suggest that the Project should be relocated 5m to the side at Furze Way, Burgate to follow the edge of the farm field (e.g. to mitigate impact on trees and hedges)	National Grid has considered the respondent's feedback and has removed the requirement for scaffolding at this location, instead the access to the residential property would be managed during construction, this would reduce the impact on trees and hedgerows along Furze Way.			X	X
X9-4.256	Suggest the use of High Voltage Direct Current (HVDC) underground cables for the Project to the	National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	east of Hempnalls Hall (e.g. to mitigate impact on footpaths and tourism business in Cotton)	technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). HVDC is not normally used across land as converting AC to DC and back again would require converter stations so it can be used in the rest of transmission network and the distribution network which is currently AC. These converter stations are a significant size and would be required at every interface with the wider AC network i.e at Norwich, Bramford, East Anglia Connection Node (EACN) substation and Tilbury substations, the cost of these converter stations outweighs the benefits offered. Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
9-4.257	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal have been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference 5.15), published as part of the Development Consent Order (DCO) application.				
9-4.258	Suggestion that the Project is routed away from / the Project should not be located at Gislingham (e.g. between Pylons RG102 and RG119)	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Gislingham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Gislingham outside of a small change to the alignment between RG112 and RG119.	X	X	X	X
9-4.259	Suggestion that the Project is routed away from / the Project should not be located at Stowupland	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Stowupland. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Stowupland.				
9-4.260	Suggestion that the Project is routed away from / the Project should not be located at Willisham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Willisham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Willisham.			X	
9-4.261	Suggestion that the Project is routed away from / the Project should not be located at Wortham Ling	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Wortham Ling. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Wortham Ling.				
9-4.262	Suggestion that the Project is routed away from / the Project should not be located at Bressingham Common	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Bressingham Common. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Bressingham Common.	X		X	
9-4.263	Suggestion that the Project is routed away from / the Project should not be located at The Waveney Valley	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Waveney Valley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Appendix I22 of this report. We are therefore not proposing a change to the alignment at the Waveney Valley.				
9-4.264	Suggestion that the Project is routed away from / the Project should not be located at Roydon Fen	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roydon Fen. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Roydon Fen.	X		X	
9-4.265	Suggestion that the Project is routed away from / the Project should not be located at Offton	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Offton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Offton.				
9-4.266	Suggestion that the Project is routed away from / the Project should not be located at Cotton (e.g. between Pylons RG129 and RG137)	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Cotton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Cotton.	X		X	
9-4.267	Suggestion that the Project is routed away from / the Project should not be located at Mendlesham Green.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Mendlesham Green. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		proposing a change to the alignment at Mendlesham Green.				
9-4.268	Suggestion that the Project is routed away from / the Project should not be located at Mellis Common, Thornham (e.g. Pylons RG97 to RG119)	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Mellis Common and Thornham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Mellis Common.	X		X	
9-4.269	Suggestion that the Project is routed away from / the Project should not be located at Gipping	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Gipping Valley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Appendix I22 of this report. We are therefore not proposing a change to the alignment at Gipping Valley.				
9-4.270	Suggestion that the Project is routed away from / the Project should not be located at Flowton	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Flowton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Flowton.			X	
9-4.271	Suggestion that the Project is routed away from / the Project should not be located at Burstall	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Burstall. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Burstall.				
9-4.272	Suggestion that the Project is routed away from / the Project should not be located at Creeting St Peter	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Creeting St Peter. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Creeting St Peter.			X	
9-4.273	Suggestion that the Project is routed away from / the Project should not be located at Wortham Long Green	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Wortham Long Green. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Appendix I22 of this report. We are therefore not proposing a change to the alignment at Wortham Long Green.				
9-4.274	Suggestion that the Project is routed away from / the Project should not be located at Wortham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Wortham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Wortham.	X		X	
9-4.275	Suggestion that the Project is routed away from / the Project should not be located at Forward Green	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Forward Green. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Forward Green.				
9-4.276	Suggestion that the Project is routed away from / the Project should not be located at Earl Stonham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Earl Stonham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Earl Stonham.	X		X	
9-4.277	Suggestion that the Project is routed away from / the Project should not be located at Lopham Fen	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Lopham Fen. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this			x	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Lopham Fen.				
9-4.278	Suggestion that the Project is routed away from / the Project should not be located at Barking	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Barking. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Barking.	X		X	
9-4.279	Suggestion that the Project is routed away from / the Project should not be located at Palgrave	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Palgrave. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Palgrave.				
9-4.280	Suggestion that the Project is routed away from / the Project should not be located at Little Green	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Little Green. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Little Green.			X	
9-4.281	Suggestion that the Project is routed away from / the Project should not be located at Bramford	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Bramford. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Bramford.				
9-4.282	Suggestion that the Project is routed away from / the Project should not be located at Mendlesham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Mendlesham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Mendlesham.	X		X	
9-4.283	Suggestion that the Project is routed away from / the Project should not be located at Burgate (Little Green)	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Burgate. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Burgate.				
9-4.284	Suggestion that the Project is routed away from / the Project should not be located at Stowmarket	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Stowmarket. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Stowmarket.			X	
9-4.285	Suggestion that the Project is routed away from / the Project should not be located at Somersham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Somersham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Somersham.				
9-4.286	Suggestion that the Project is routed away from / the Project should not be located at Finningham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Finningham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Finningham.	X		X	
9-4.286-1	Suggest that the use of underground cables at the Waveney Valley is extended from Wortham to the B1077 to avoid areas of high population density and to mitigate impact on Wortham Airstrip	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable from Wortham to the B1077 raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WALOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WALOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On				

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		this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified. We have also considered the potential for effects on this airstrip of the overhead line alternative and are proposing a change to the overhead line alternative here that is considered to be needed to allow continued flight activity which also supports feedback to reduce cumulative effects and effects to other communities to the south.				
9-4.286-2	Suggest that the Project is rerouted between Pylons RG123 and RG140 to mitigate impact on land that is ecologically sensitive and critical to many rare species that National Grid's ecologists have not considered	Through routeing, siting and design development National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of			X	

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		ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2025 period in this area. Ecology surveys in this area have included habitat, badger, bat, water vole and otter amongst others. Habitat to be impacted between RG123 and RG140 (now RG125 and RG141) comprises primarily arable land of low value to wildlife, with the route strategically located to avoid mature habitats. We are therefore not proposing a change to the alignment between RG123 and RG140 to mitigate impacts on ecology. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. No significant residual effects on ecology features have been identified in this area.				
9-4.286-3	Suggest relocation of Pylons RG127 to RG132 to mitigate impact on heritage (e.g. Hempnall's Hall), agriculture (e.g. near Mendlesham Road) footpaths, and wildlife (e.g. ancient deer parks)	National Grid has carefully considered the feedback received and the alternatives available, we previously made a change to the alignment between RG123 and RG130 (now RG124 and RG131) which moved the			X	

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		alignment further to the east, further away from Hempnalls Hall. Moving the alignment further east would transfer effects to other properties and would also make the alignment longer and less direct with a larger angle pylon at RG129 required, therefore being less consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. ¶We have undertaken an Environmental Impact Assessment (EIA) which has assessed the impact of the Project including heritage impacts and impacts to wildlife and footpaths, and recommended mitigation where required. If a land owner is concerned about impacts to farming, they should contact the Project's lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.¶¶Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-4.286-4	Suggest that at minimum, the Project is rerouted from Pylon RG116 to run south east to cross the railway on the north side of major lane, then run south to rejoin at Pylon RG119 (e.g. this would reduce the impact on Gislingham and take advantage of a 10m drop in the height of the land)	National Grid has considered the respondent's feedback and is proposing a change to the alignment between RG113 and RG118 (as in between RG112 and RG119) which would move RG117 approximately 170 m further east towards the railway. Due to a number of constraints in this area including woodland, a campsite and venue to the east and the preferred crossing of the railway, we are not proposing to cross the railway further north. The effects of the Project are assessed as part of the Environmental Impact Assessment (EIA) and presented			X	

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		in the Environmental Statement (ES) and this has identified any need for additional mitigation.				
Economic / Employment impacts						
9-4.287	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.	X	X	X	
9-4.288	Suggest that National Grid engages with councils in Suffolk to secure benefits for and investment in local businesses and employment networks	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to		X		

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		providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-Economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
Environmental impact						
9-4.289	Concern about negative impact of the Project on the Green Belt(s)	To facilitate the Project, it will be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the			X	

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		options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1 - A summary of the Holford Rules is provided within Appendix I22 of this report). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they				

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		involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open. The Planning Statement (document reference 5.6), submitted with the application for development consent, includes an assessment of the Project against Green Belt planning policy (as contained in National Policy Statement EN-1 and the National Planning Policy Framework).				
9-4.290	Concern that the Project will impact SSSIs	Through routeing, siting and design development National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). Although there are 22 SSSI within the study area, current proposals avoid the majority of impacts on SSSIs, with no long-term negative impacts anticipated on any SSSIs as a result of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. National Grid will continue to engage with Natural England.	X	X	X	

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9-4.291	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied where practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An ancient woodland and veteran tree mitigation strategy is included as part of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). The Outline LEMP (document reference 7.4) has been developed in consultation with relevant stakeholders including Natural England.	X	X	X	
9-4.292	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Royal Society for the Protection of Birds (RSPB) reserves. Potential direct and indirect impacts on RSPB reserves within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). No RSPB reserves are directly impacted by the Project.	X		X	

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9-4.293	Concern that the Project will impact Ramsar site	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Ramsar sites. Although there are 13 Ramsar sites within the study area, current proposals avoid the majority of impacts, with no long-term negative impacts anticipated on any Ramsar site as a result of the Project. Potential direct and indirect impacts on each scoped in Ramsar site has been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and/or Habitats Regulations Assessment (HRA) depending on potential impact pathways. Any necessary mitigation has been detailed within the ES, HRA and the Outline Code of Construction Practice (CoCP) (document reference 7.2) to ensure no significant residual effects, as agreed with Natural England.	X	X		
9-4.294	Concern that the Project will result in a negative impact on the environment / countryside generally	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and	X	X	X	

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		relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction				

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		projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				
9-4.295	Suggest that areas other than the AONB should be protected / Criticism that only the AONB has been considered	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect National Landscapes. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for short sections near Fairstead and North Tilbury. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them	X	X	X	

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		elsewhere, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economic and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out potential effects on landscape and visual receptors.				
9-4.296	Concern that the Project will impact conservation area/s	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment, including conservation areas. A Historic Environment Assessment has been undertaken and is presented in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). Conservation areas within 2 km of the Order Limits are considered in the Historic Environment assessment for the Project. The assessment of conservation areas is supported by setting surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. Required mitigation measures are presented in the	X	X	X	

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		Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) and the Outline Code of Construction Practice (CoCP) (document refence 7.2).				
9-4.297	Criticism that flooding in the vicinity of Gislingham has not been sufficiently considered in the Preliminary Environmental Information Report (PEIR) (e.g. Section 12.6.57 states "*the Recorded Flood Outline dataset (Environment Agency, 2022c) shows no areas within Section B that have previously been flooded.",* but this not correct as the village regularly sees significant flooding with Mellis Road and Burgate Road to the north of the village, Thornham Rd to the East and Finningham Rd to the South often becoming impassable along with sections of the B1113 through Finningham at the crossing of the River Dove)	The Preliminary Environmental Information Report (PEIR) was a preliminary document and reflected the Project proposals at the time of the statutory consultation. A complete Environmental Impact Assessment (EIA) has now been carried out and the results are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) which accompanies the Development Consent Order (DCO) application. The national data set of recorded flood outlines from the Environment Agency, referenced in the PEIR, has been supplemented with more local data sources, collected for example from Suffolk County Council as the Lead Local Flood Authority for the Gislingham area, and the consultation feedback that has been received. This data has been used to inform the Flood Risk Assessment (FRA) (document reference 7.9) and assessment in the Environmental Statement (ES) Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12). National Grid has sought to reduce the impact on areas prone to flooding through the routeing and siting of infrastructure to avoid Flood Zones where practicable. Where avoidance has not been practicable, the FRA			X	

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		(document reference 7.9) identifies the measures necessary to ensure the safety of the Project from flooding over its lifetime, and that flood risk is not increased during the construction or operation of the Project.				
9-4.298	Concern that the baseline dataset from the Environment Agency does not adequately take into account climate change, and therefore construction is likely to have greater impact on the local community (of Gislingham) once flooding and climate change are adequately assessed	Information from the national flood maps for rivers and surface water, produced by the Environment Agency were updated in January 2025 under the National Flood Risk Assessment 2 programme, to account for climate change. This mapping, in addition to other data sources that account for the predicted effects of climate change on flood conditions e.g. river modelling outputs and data from the Lead Local Flood Authorities, has been used to inform the Flood Risk Assessment (FRA) (document reference 7.9). The design of the Project also incorporates climate change resilience, for example, the capacity of surface water drainage systems that will serve the Project over its operational lifetime includes allowance for the predicted increases in rainstorm intensity.			X	
9-4.299	Criticism that the baseline dataset from the Environment Agency does not adequately take into account climate change and therefore construction is likely to have greater impact on the local community once flooding and climate change are adequately assessed	The National Flood Information from the national flood maps for rivers and surface water, produced by the Environment Agency, has been supplemented by more detailed data sources that account for the predicted effects of climate change on flood conditions e.g. river modelling outputs, data from the Lead Local Flood Authorities and data from the February 2025 update to			X	

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		the NaFRA maps that accommodate climate change allowances for fluvial and surface water flood risk. These data have been used to inform the Flood Risk Assessment (FRA) (document reference 7.9) submitted with the Development Consent Order (DCO) application. The design of the Project incorporates climate change resilience, for example, the capacity of surface water drainage systems that will serve the Project over its operational lifetime includes allowance for the predicted increases in rainstorm intensity.				
9-4.300	Concern that the Project will impact countryside stewardship areas (e.g. wildlife impacts)	National Grid has undertaken a range of habitat and protected species surveys across the route to determine an accurate baseline value for the site. This has included areas of land within Countryside Stewardship schemes. On completion of the works, habitats will be returned to the baseline habitat type.			X	
9-4.301	Concern over the underground drainage from the proposed haul road (adjacent to Bullocks Ley on Burgate Road) - this runs into a drainage ditch that feeds the pond and subsequently drains into the large pond on the common (Little Green) (e.g. given that this could contaminate the ground water that feeds into these ponds and harm the habitat for wildlife, including water voles and great crested newts)	It is proposed that runoff from haul roads would be collected via linear features such as swales or filter drains and conveyed to attenuation storage features. The storage features would provide for the capture and settlement of suspended solids and the treatment of other potential pollutants within the runoff, in order to prevent pollution of the local water environment. The potential for effects on surface and groundwater quality associated with haul road drainage has been assessed within the Environmental Statement (ES) (document reference Volume 6: Environmental			X	

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		Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the water environment resulting from the construction of the Project and recommends appropriate mitigation measures to reduce potential effects.				
9-4.302	Concern about the impact of haul lanes for the Project on flooding, given that the area is liable to flooding (at Burgate Road from Bugg's Road to St Mary's Church, Burgate; and Burgate Road leading to Gislingham)	National Grid has completed an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project to support and inform the EIA. The FRA describes the measures that will be put in place to manage construction and operational flood, and land drainage impacts to ensure the development is safe from flooding over its lifetime and that off-site flood risk is not increased. Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) of the Environmental Statement (ES) includes consideration of potential impacts on flood risk from all relevant sources, including the River Waveney and key surface water flood risk			X	

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		areas local to Burgate, during construction of the Project and over its design life, taking account of the effects of climate change.				
9-4.303	Criticism that there has been an inconsistent approach to designating Sites of Scientific Interest (SSSI) along the pylon route / Suggest that Gislingham should be added to the SSSI list	The Sites of Scientific Interest (SSSI) are nationally important sites for ecology that have been designated for nature value by Natural England. National Grid has taken the nationally important designated site information directly from Natural England, which does not include any sites at Gislingham. National Grid is not responsible for designating these national sites.	X		X	
9-4.304	Suggest that underground cables for the replacement of the existing 132 kV overhead line (in Ringshall) should be laid to at least a 1.2 m depth (e.g. so that the cover from the top of the cable to the eventual surface allows for remedial drainage)	Where existing overhead lines are replaced with underground cables, the underground cable would be laid to avoid interference with normal agricultural operations wherever possible. The underground cable would be laid with a suitable depth of cover from the original surface to the top of the protective tile, except where necessary for engineering reasons, and with the agreement of the landowner.			X	
9-4.305	Concern about light pollution caused by the Cable Sealing End (CSE) compound at JC33 and JC34	There is no requirement for low voltage supplies to the Cable Sealing End (CSE) compound. This means that we are not expecting permanent lights at any of the CSE compounds. Portable lights may be brought in to carry out some specific ad-hoc maintenance activities. Cable Sealing End (CSE) compounds will only be lit in the unlikely event that National Grid operatives or	X			

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		contractors are required to attend the location to carry out reactive works outside of usual working hours.				
9-4.306	Criticism that Val's Wood was not marked as deciduous woodland in the Environment Report for the Project	The information presented on the annotated Figure A. 8.1.2: Protected/notable Habitat and Plant Desk Study, of the Preliminary Environmental Information Report (PEIR) (available on the Project website), was obtained from various sources including local record centres and Natural England's Woodland Priority Data Set (as displayed within their online source Magic Map). Val's Wood is not mapped as such in this database. The purpose of the Figure is to show the results of the desk study prior to the completion of on the ground survey work. Additional habitat survey work was undertaken and the presence of Val's Wood as valuable woodland habitat has been acknowledged and mapped on Figure A8.1.1 of Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES). Routeing of the alignment has therefore looked to avoid impacts on Val's Wood with careful design to the west.			X	
9-4.307	Concern that the routing around Gislingham is insensitive to farming needs. The Preliminary Environmental Information Report (PEIR) confirms that damage to soil function, quality and associated ecosystem services will be significant, and offers no timeline to any viable reinstatement	The assessment of the effects of the Project on agricultural land (including Best and Most Versatile (BMV) land), soils (impacts on soil quality and associated ecosystem services) and agricultural landholdings are presented in full in Chapter 6: Agriculture and Soils of the Environmental Statement (ES) (document reference 6.6). The chapter also			X	

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		outlines appropriate proposed embedded, standard and additional mitigation (where required).				
9-4.308	Criticism that Section 5.8.13 of the Preliminary Environmental Information Report (PEIR) confirms the potential for the Project to increase flood risk, with increased runoff volumes, disrupted flow regimes, pollution and other physical disturbances, and highlights in Section 5.8.6 that River Dove tributaries are Flood Zone 3 High Risk. The use of generic datasets, without specific local surveys and lack of detailed site specific mitigation, is concerning and unacceptable	The Flood Risk Assessment (FRA) (document reference 7.9) provides a detailed assessment of flood risk from the River Dove and its tributaries informed by a range of data sources, including Environment Agency (EA) flood models. The report also identifies mitigation measures for any works that are undertaken in Flood Zone 3 to prevent increases in flood risk.			X	
9-4.309	Concern about the impact of the Project on the Waveney and Little Ouse Landscape Recovery Project (WaLOR) (e.g. the initial delivery of habitat creation as well as the ongoing impacts on natural processes, and the viability of this area of the WaLOR Project to generate income from natural capital and ecosystem service markets as well as through its traditional land-uses)	Consultation with the Waveney and Little Ouse Landscape Recovery Project (WaLOR) team has been undertaken throughout the design process with every effort made to reduce impacts and ensure the successful delivery of both projects from a construction programme perspective. Significant weight has been given to the potential impacts on the WaLOR project in the design process. National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of the impact to the WaLOR project raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that	X		X	

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		overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to cable, do not justify the additional cost that would be incurred. The use of cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA)				

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		terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End Compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-4.310	Concern that the Draft Order Limits for the Project include an area liable to flooding near Offton (plan provided by respondent) (e.g. area may not be suitable for heavy machinery) / Query what this area will be used for as it is not near the Project, existing overhead lines or a proposed haul road	National Grid notes the respondent's feedback. The area shown on the plan is the route proposed for the underground cable for the existing 132 kV overhead line. The existing overhead line and pylons would be removed and placed underground within the Order Limits shown on our plans submitted with our Development Consent Order (DCO) application. Further details on the works proposed to be undertaken to achieve the undergrounding are provided in Chapter 4:			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project Description of the Environmental Statement (document reference 6.4). We have undertaken a Flood Risk Assessment (FRA) (document reference 7.9) as part of our Environmental Impact Assessment (EIA) for the Project which includes consideration of the works to existing 132 kV infrastructure.				
9-4.311	Suggest that the Waveney Valley Valued Landscape Assessment is considered for the Project	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA), which includes an assessment of landscape and visual effects. The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes Guidelines for Landscape and Visual Impact Assessment (GLVIA3), as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA is presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The methodology and approach is set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1) and has been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The document sets out all data sources used to inform the baseline and the assessment of landscape effects. This includes a range of detailed landscape character sources from national to local level, designated			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape publications, and also the Waveney Valley Valued Landscape Assessment.				
Financial compensation						
9-4.312	Concern that the Project will devalue property / impact on property value in this section	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-4.313	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		evolving government policy. Government expects this scheme to be in place by 2026, and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-4.314	Request that National Grid purchases respondent's property / business	National Grid is not required to purchase any properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.			X	
Health, Safety & Wellbeing						
9-4.315	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement				

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		(NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.				
9-4.316	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and looks to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		industry, and National Grid has followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				
9-4.317	Concern that the Project poses a safety risk to aircraft (including balloons) in the area / Concern that the Project will impact airfields in this area	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1. Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including 2 helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory, statutory consultation, targeted consultations and landowner consultation, including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little	X		X	X

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		Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-4.318	Suggest that National Grid includes a condition to any consent for the Project that sufficient data is submitted to ensure that structures can be accurately charted to allow deconfliction (for flight activities to / from RAF Wattisham Station)	National Grid is liaising with relevant authorities and airfield operators to provide the necessary information to support the continuation of safe flight activity. This engagement includes the Ministry of Defence and those with responsibility for Wattisham Flying Station. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	X		X	

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9-4.319	Concern about the safety impact of construction traffic for the Project at the junction of Hadleigh Road (the B1070 leading to Raydon) and Sandpits Lane due to limited visibility, narrow carriageway width (5.5m), and lack of footway provision	National Grid has worked with the local highway authorities and National Highways as we developed our access proposals for the Project. Our assessments have included visibility and highway geometry and have included the crossing point for Sandpits Lane. As part of the design development of the Project, the proposed bellmouth junctions has undergone a Road Safety Audit, and mitigation measures for road safety developed. The Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) and the Transport Assessment (document reference 7.11) submitted with the Development Consent Order (DCO) application assess the impact due to the expected increase in traffic volumes during the construction phase.			X	
Heritage						
9-4.320	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4) of the Environmental Statement. Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).				
9-4.321	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-4.322	Information provided that the crash site of B24 bomber Dixie Dumper, which crashed on 20th	National Grid has sought to reduce, as far as practicable, impacts on the historic environment			X	

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	February 1944, is located in the vicinity of pylons RG48 and RG49 and the haul roads between the two (very approx. TM 12991 91254) - eyewitness believes the plane crashed in the Bunwell Low Meadows (now pushed through into larger fields south of Brick Kiln Grove) / Criticism that this is not noted within the Preliminary Environmental Information Report (PEIR)	including listed buildings and known heritage assets through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through changes to the route alignment. No records are present in the Historic Environment Record (HER) or other desk-based sources for this specified event described in the location of these pylons. It seems likely on the basis of available information that the remains of the plane were recovered and therefore there is no heritage asset to include within assessment.				
9-4.323	Concern that the haul road crosses Cow Lane (TM 12962 91155), which is an ancient byway, of which there may be archaeology in the vicinity / Criticism that this is not noted within the Preliminary Environmental Information Report (PEIR)	The Preliminary Environmental Information Report (PEIR) and supporting figures were a preliminary document and reflected the Project proposals at the time of the statutory consultation. Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment including protected historical lanes and known heritage assets. The Environmental Assessment (ES) Chapter 11: Historic Environment (document reference 6.11) presents an assessment of the potential impacts from the construction and operation of the Project upon the historic environment (comprising archaeological remains, historic buildings and historic landscapes). The assessment was carried out in accordance with professional standards and guidance and agreed with			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		key heritage stakeholders. It has been shown in Chapter 11: Historic Environment (document reference 6.11) that there would be no significant effects upon the historic environment at this location as works would use an existing access, creating no new impacts. Therefore, no additional mitigation is proposed.				
9-4.324	Concern about the impact of Pylon RG156 on Roydon Hall	National Grid, through the routing and siting exercise, has sought to reduce the impact on the historic environment, including listed buildings in this area. All listed buildings within 2 km of the Order Limits are considered in the Historic Environment Assessment for the Project. The impacts of the Project on the historic environment are assessed in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in the Environmental Statement (ES) Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The assessment of Roydon Hall concludes a significant effect during construction and operation. No additional mitigation measures are proposed as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				
9-4.325	Concern about structural damage to Mayfields (Grade II listed Tudor Hall) from construction traffic for the Project, and suggest that National Grid undertakes a full independent structural survey of Mayfields before commencing construction, and undertake further surveys every three months during construction, and then take a final survey upon completion of construction to determine structural damage of Mayfields, with the caveat that should there be evidence of structural damage in survey taken during construction that construction ceases immediately	A Construction Vibration Assessment has been conducted as part of Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14) and submitted with the Development Consent Order (DCO) application. Vibration levels are predicted to be below the level at which building damage, even cosmetic, may occur at this location. This, however, would be reviewed by the contractor as part of the specific noise and vibration assessments. Previous alignments presented at consultation events have shown an access route passing closer to this property, this access route is no longer present in the latest alignment.			X	
9-4.326	Concern about the impact of the Project on listed buildings in Holton St Mary (e.g. impacts of heavy machinery on foundations and integrity of buildings), and request for information on mitigation measures at these locations	A Construction Vibration Assessment has been conducted as part of Environmental Statement (ES) Chapter 14: Noise and Vibration (Document Reference 6.14) and submitted with the Development Consent Order (DCO) application. No buildings/structures have been identified in this area as being in close proximity to potential works with the potential to result in high vibration levels, without mitigation. This will be reviewed	X			

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		by the contractor as part of the specific noise and vibration assessments and specific measures will be put in place to manage and reduce vibration levels.				
9-4.327	Concern about the impact of Pylons RG90 to RG93 on the Wortham Church of St Mary the Virgin (e.g. visual impact and impact on heritage)	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including listed buildings in this area. All listed buildings within 2 km of the Order Limits are considered in the Historic Environment Assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. The Church of Saint Mary was scoped out of further assessment during the production of Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Baseline Report concluded that the setting of the asset does not extend to the Order	X			

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		Limits due to distance (c. 1.5 km), its mature graveyard and screening in the intervening landscape by development and mature tree lined hedgerows and copses.				
9-4.328	Concern about the impact of Pylons RG101 to RG106 on Burgate Church of St Mary	National Grid, through the routing and siting exercise, has sought to reduce the impact on the historic environment, including listed buildings in this area. All listed buildings within 2 km of the Order Limits are considered in the Historic Environment Assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in the Environmental Statement (ES) Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. The assessment of the Church of St Mary concludes a significant effect during construction and operation. No additional mitigation measures are proposed as any	X			

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		measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				
9-4.329	Concern about the impact of Pylon RG110 on a moated site at Stubbings Entry	National Grid has worked to minimise potential impacts on the historic environment, including non-designated assets such as asset (2227), a moated site, through strategic routeing and/or siting measures. Statutory consultation feedback and the results of archaeological fieldwork have been used to inform design development to reduce as far as practicable impacts to archaeological remains in this area. The assessment is supported by walkover, setting and geophysical surveys, as documented in Environmental Statement (ES) Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). The assessment of this moated site concludes that the asset will not experience any direct physical impacts, and that its setting does not extend to the Order Limits. As such, the assessment determines that there would be no significant effect on the asset.	X			
9-4.330	Concern that existing data regarding known designated and non-designated heritage assets within Suffolk (recorded within the Suffolk Historic Environment Record (HER) and presented within 11.1 Historic Norwich to Tilbury Statutory Consultation Environment Baseline Report) has only	The methodology used to inform the assessment of the historic environment, including Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) of the Environmental Statement (ES), has been developed in accordance with established good practice and national guidance. It has been discussed and		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	been used to provide an assessment of the heritage asset value and has not been used to provide an understanding of the archaeological potential of the proposed route for the Project and impacts of the Project on the significance of those potential heritage assets, which are yet to be identified. With this, suggest that full archaeological assessment is required to fully understand the heritage asset values provided within the Historic Environment Baseline Report	agreed upon with relevant stakeholders during the scoping process and through ongoing engagement at thematic working group meetings. The approach taken provides a robust and proportionate understanding of both designated and non-designated heritage assets, including those recorded within the Suffolk Historic Environment Record (HER). The assessment does not rely solely on the HER for the determination of heritage asset value but also considers the wider archaeological potential of the proposed route. This is achieved through a combination of desk-based analysis. Moreover, the conclusions drawn within the assessment are further supported by site surveys, including geophysical survey and archaeological trial trenching, to better inform the understanding of the archaeological resource and potential impact of the Project on both known and as-yet unidentified heritage assets.				
9-4.331	Concern that, when looking at groups of artefacts (withing the Historic Baseline Report for the Project), the heritage asset value is determined based on the individual artefact and the group value is not always considered, and suggest that the heritage asset value should be provided for the group asset not the individual artefact for the following / suggest a higher heritage asset value is appropriate for the following: - Neolithic assets described in Paragraph 3.3.69 (as the combination of these heritage assets and	**A** – It is acknowledged that in situ Neolithic settlement remains would be of at least medium value. The few lithic described in that paragraph are not considered to represent settlement activity. Given the time depth of the Neolithic (1,800 – 2,000 years), the lithics are considered to be more likely the result of intermittent use of the landscape and accumulated over a considerable timespan. **B** – in the latest iteration of the baseline these assets have been grouped, but as they constitute a small		X		

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	location within a River Valley indicates significant activity within this area, and is indicative of occupation within this setting, particularly when the Portable Antiquities Scheme (PAS) finds are considered in relation to other heritage assets in the vicinity); - Bronze Age assets described in Paragraph 3.3.83 (needs assess the group value of the finds rather than assess the heritage asset value of the individual finds); - Iron Age assets described in Paragraph 3.3.102 (needs assess the group value of the finds rather than assess the heritage asset value of the individual finds. The purpose of this is to provide an assessment of the likely buried archaeological remains, indicated by the finds group); - Iron Age assets described in Paragraph 3.3.104 (individual PAS finds have been considered individually, however, when the information from the PAS database is combined the concentration and types of finds present are indicative of Late Iron Age/Early Roman occupation); - Iron Age assets described in Paragraph 3.3.107; - Prehistoric assets described in Paragraph 3.3.113 (these lithic scatters when combined with other heritage assets in the immediate area show a landscape of prehistoric activity along the Dove River Valley); - Large multi-period concentration of PAS artefacts	number of finds, they are still considered to be of low value. Given the time depth of the Bronze Age (1,500 – 1,800 years), it is more likely the assemblage formed over time rather than it represent a single phase of settlement activity. **C** – In the latest iteration of the baseline these assets have been grouped, but as they constitute a small number of finds, they are still considered to be of low value. There is not enough evidence to suggest these assets represent medium value settlement activity. **D** - In the latest iteration of the baseline these assets have been grouped and reported as medium value. **E** - In the latest iteration of the baseline these assets have been grouped, but as they constitute a small number of finds, they are still considered to be of low value. **F** - In the latest iteration of the baseline these assets have been grouped, but as they constitute a small number of finds, they are still considered to be of low value. Given that the dateable lithics on site range from the late Mesolithic through to the Bronze Age it is not possible to suggest this small number of artefacts represent a single phase of occupation and they are more likely to represent intermittent activity in the landscape. **G** - In the latest iteration of the baseline these assets have been grouped and reported as medium value.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	described in Paragraph 3.3.136; - Roman artefacts described in Paragraph 3.3.148; - Romano-British artefact scatter described in Paragraph 3.3.150	**H** - In the latest iteration of the baseline these assets have been grouped and reported as medium value. **I** - In the latest iteration of the baseline these assets have been grouped and reported as medium value.				
9-4.332	In relation to Paragraph 3.3.327 in the Historic Baseline Report for the Project, concern that the location of the Wickham Abbey is not known (given that there has been no systematic archaeological investigation of the area). There is high archaeological potential for below-ground heritage assets associated with the benedictine cell in the wider area. As result, suggest National Grid provides an assessment of the likely buried archaeological remains, indicated by the information in the Historic Environment Report	The assessment in the Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and its Appendices (document reference 6.11.A1 to 6.11.A7) considers potential physical impact to archaeological remains as a result of construction works. The nearest area of impact within the Order Limits is the temporary haul road and pylons RG126 – 127 over 300 m to the west of the asset. These areas will be subject to geophysical survey and, should it be required following the results and consultation with stakeholders, subsequent archaeological fieldwork.		X		
9-4.333	Concern that impact of the Project on the setting of monks abbey at Wickham Skeith (near Pylons RG123 to RG126) has not been consider (e.g. on Page 178 of the Preliminary Environmental Information Report (PEIR)) and that National Grid has ruled out of further assessment as the abbey is outside of the draft order limits for the Project	As no evidence of the Benedictine cell has been identified, the asset is adjudged low value. The setting of low value assets is not considered further as per agreed methodology.			X	
9-4.334	Concern about impact of Pylons RG124 and RG125 on Abbey Farm (e.g. impact on views and heritage)	An assessment of landscape and visual effects is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The landscape and visual impact assessment (LVIA) sets out			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the potential effects. Abbey Farm is located in Section B, in Visual Receptor Area (VRA) B5 Wickham Skeith and Mendlesham, and lies over 350m from the proposed alignment. Major and significant visual effects have been reported in the assessment at this location (Appendix 13.3: Visual Baseline and Assessment – document reference 6.13.A3) due to the close proximity and open views across this arable landscape. Mitigation planting is not proposed at this location and effects will remain as assessed. Abbey Farmhouse (1182599) was scoped into assessment to the ES chapter based on it's proximity to the Project and that its setting extends to the Order Limits (further discussed in the Historic Baseline Report (6.11.A1), and the ES Chapter (6.11. Chapter 11). The assessment of the significance of effect during the construction and operation phases, resulted in both phases that the asset will experience lower less than substantial harm (further detailed in the ES Appendix 11.7 Assessment of Harm to Designated Heritage Assets (document reference 6.11.A1). The Harm Assessment was determined as such due to the Project only being partially visible due to established vegetation and other buildings, which would cause a low impact on the value of the asset. Mitigation, which is described in the Proposed Mitigation section of Chapter 11: Historic Environment (document reference 6.11) will apply to this				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		asset and will lessen the potential harm to value and setting during both phases.				
Information						
9-4.335	Information provided that Suffolk Constabulary (SC) does not have a dedicated Abnormal Indivisible Load (AIL) Team and the resourcing of AIL's is managed on an 'overtime basis' - AIL movements through Suffolk are therefore required to book a 'police escort' in advance, and AIL's are then scheduled - subject to the county-wide demand and SC's resource capacity at a given point in time	Discussions between National Grid and Suffolk Constabulary are ongoing regarding the policing (resourcing) of Abnormal Indivisible Load (AIL) movements. National Grid has engaged with Suffolk Constabulary on the proposed AIL movements and routes. Their inputs have led to amending AIL routes and developing an AIL movement strategy, which is appended to the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), submitted with the Development Consent Order (DCO) application.	X			
9-4.336	Information provided that increased use of the Suffolk Road network by HGV and light traffic requires the 'Abnormal Indivisible Load (AIL) escort guidance' and 'risk factors' to be reviewed, particularly where a sustained increase in HGV movements on local roads is influenced by a major construction project destination (in the context of Suffolk Constabulary)	National Grid notes the respondent's feedback. National Grid has engaged with Suffolk Constabulary on the proposed Abnormal Indivisible Load (AIL) movements and routes. Their inputs have led to amending AIL routes and developing an AIL movement strategy, which is appended to the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), submitted with the Development Consent Order (DCO) application. Increased HGV movements on local roads as a result of the construction of the Project is assessed in Chapter 16: Traffic and Transport (document reference 6.16) of	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the Environmental Statement (ES) (document reference Volume 6: Environmental Statement).				
9-4.337	Information provided that Abnormal Indivisible Load (AIL) (and any additional low loader) movements are likely to breach double white lines and / or require traffic to be redirected - this service can only be managed by the police (in the context of Suffolk Constabulary)	National Grid has engaged with Suffolk Constabulary on the proposed Abnormal Indivisible Loads (AIL) movements and routes. Their inputs have led to amending AIL routes and developing an AIL movement strategy, which is appended to the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), submitted with the Development Consent Order (DCO) application. All AIL vehicles and routes have been tracked. Where vehicles are wider than the white lines and police escort is required, this has been noted within the AIL movement strategy, which is appended to the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), submitted with the Development Consent Order (DCO) application.	X			
9-4.338	Information provided that, at this stage, it is envisaged that developer mitigation funding for a 'Dedicated Police Abnormal Indivisible Load (AIL) Team' is likely to be required, which would provide the Project with capacity to schedule AIL movements to suit the construction programme (in the context of Suffolk Constabulary)	National Grid notes the respondent's feedback. Discussions between National Grid and Suffolk Constabulary are ongoing regarding the case for developer mitigation funding for a 'Dedicated Police Abnormal Indivisible Load (AIL) Team' to serve the Project.	X			
9-4.339	Information provided that construction phases of a development lead to an increase in the incidence of	There is a requirement on the Principal Contractor to manage site security to ensure vandalism and/or	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	criminal activity, such as property-based theft and vandalism, which is a fact acknowledged by the Chartered Institute of Building in its publication(s) on 'Crime in the Construction Industry' (in the context of Suffolk Constabulary)	material theft does not impact on safety or programme. In addition, National Grid's corporate security liaise nationally and locally with government agencies to monitor increased areas of materials theft. This information is available to the Project team to help manage site security				
Mitigation						
9-4.340	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation and maintenance of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Strategy and Outline Written Scheme of Investigation (WSI) (document reference 7.5).				
9-4.341	Concern regarding the level of hedge and tree removal proposed near Pylon RG45 (as shown on the interactive map) / Suggest that with specific regards to the oak avenue at TM 13541 91974 (between Pylons RG45 and RG46), the contractor considers alternative access arrangements, such as using the loke, or installing traffic lights in place of a visibility splay, to prevent or mitigate the felling of mature trees along the driveway	National Grid is committed to minimising impacts on trees and hedgerows where practicable, whilst also developing designs for safe and practical junctions. The visibility splays required for the crossing of this access have been reduced to a minimum speed of 30 mph to reduce the visibility splays. It is not considered appropriate for safety reasons to remove the visibility splays entirely from crossings.			X	
9-4.342	Suggest that National Grid take mitigation action to reduce the impact of construction traffic to the proposed route coming in from Lion Road (e.g. which will heavily the impact on the village of Palgrave) / Request that there must be a clear exit route in place with construction traffic forbidden to turn left towards Palgrave	National Grid has worked with the Local Highway Authorities and National Highways to we develop access proposals for the Project. Our assessments, which include visibility and highway geometry, have been completed for Lion Road and we have carefully assessed the necessary mitigation measures to enable its use. Highway improvement measures along Lion Road have not been identified to be required. As part of the design development of the Project, the proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety have been developed as the designs progress. This may include temporary traffic management measures such as speed limit reductions and/or temporary signals.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Project Finance / Costs						
9-4.343	Criticism that the Project will cross existing overhead lines between the area north of Mellis and south-east of Burfield, Suffolk, which was not noted during the original plan and will increase costs due to the need for a tunnelled option, in addition to above ground buildings needed to host the existing overhead lines	Since the 2023 non-statutory consultation the Project has become more advanced in its design and so further information was included within the statutory consultation to attain public feedback. The existing overhead line in question, PKF 132kV owned and operated by UK Power Network, would be constructed via open cut trenching techniques which do not require tunnelling. The 132 kV underground cables will be terminated upon cable sealing end platform pylons and so no additional buildings are required to host the existing overhead line.			X	
PROW (Public Rights of Way)						
9-4.344	Concern about negative impact on PROW / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		An Outline Public Rights of way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.				
9-4.345	Concern that Pylons RG118 and RG119 will require the closure of Footpath 021 (preventing access to Thornham walks, a circular route used by many residents), and that Pylon RG120 will require the closure of Footpath 022 (preventing access to Thornham on foot)	The Outline Public Rights of Way Management Plan (document reference 7.6) submitted with the Development Consent Order (DCO) application sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The Outline PRoW Management Plan (document reference 7.6) has defined the management of the PRoW in the area around pylons RG118 to RG120, in particular footpaths W-267/021/0 and W-267/022/0. Both PRoW will be temporarily managed for the duration of the works, that is, allowing a safe passage throughout for the PRoW users. As a result, the magnitude of impact on the PRoW is considered negligible and the overall effect has been classified as not significant.			X	
9-4.346	Concern about the impact of Pylons RG114, RG115, RG118, and RG119 on footpaths (Green Lane, footpath number 14 on the Gislingham definitive map; and, footpath number 21 on the Gislingham definitive map)	National Grid endeavours to reduce impacts on Public Rights of Way (PRoW), including reducing the duration of any closures, as far as practicable. The locations of PRoW affected by the Project, along with proposed diversion routes are shown on the Access, Rights of Way and Public Rights of Navigation Plans (document reference 2.5).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Impacts on PRoW as a result of the construction and operation of the Project are assessed in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) Chapter 10: Health and Wellbeing (document reference 6.10), ES Chapter 13: Landscape and Visual (document reference 6.13), ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), and ES Chapter 16: Traffic and Transport (document reference 6.16) . The ES includes details about the level of impact created and the mitigation proposed in relation to the Project. An Outline Public Rights of Way Management Plan (document reference 7.6) to be submitted as part of this Development Consent Order (DCO) application sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Public Right of Way (PRoW)						
9-4.347	Concern about the impact of Pylons RG90 to RG110 on Public Rights of Way (e.g. impact on footpaths, bridleways and byways in Wortham and Burgate, and the Wortham Walkers Group and nearby Mellis CaniCross Group)	The impacts on Public Rights of Way (PRoW) have been minimised wherever possible where impacted upon by any temporary construction works or permanent works. Where possible access along all PRoW crossing the Order Limits have been maintained with access managed, or PRoW diverted, and only closed where absolutely necessary during specific construction activities. Any required temporary diversions would be clearly signed at both ends, detailing the diversion routes, the duration of the diversion and a contact number for any concerns. Exact details of the forms of any management, diversions or closures would be subject to discussion with relevant local authority access officers. This discussion would also include the consideration of timings to prevent parallel or concurrent closures which may compound impacts for users. Details are presented in the Outline Public Rights of Way Management Plan (document reference 7.6). In addition, an assessment of impacts to recreational routes and on Public Rights of Way (PRoW) during construction, and proposed mitigation measures has been provided in Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Chapter 16: Traffic and Transport (document reference 6.16) of the Environmental Statement (ES), the Outline Public Rights of Way Management Plan (document reference 7.6) and Access, Rights of Way	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and Public Rights of Navigation Plans (document reference 2.5).				
9-4.348	Suggest that construction bridges and tracks for the Project are retained following construction to improve public access in this Section (e.g. a construction bridge over the River Gipping would offer potential legacy benefits if retained as access for public rights of way are constrained in this area)	National Grid acknowledges the suggestion to retain construction bridges and tracks, such as a bridge over the River Gipping, to improve local access. While we recognise the potential for legacy benefits, the construction infrastructure proposed as part of the Project – including haul roads, bridges and culverts – is intended to be temporary and is not designed, constructed, or consented for long-term public use. These assets are typically engineered to serve a defined construction period only, without the maintenance regimes, surfacing, safety measures, or structural resilience required for ongoing public access. Retaining them would introduce long-term operational, legal and safety risks that fall outside the Project's scope. As such, these features will be removed and the land reinstated in accordance with commitments set out in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement).		X		
9-4.349	Concern about impact of construction for the Project on footpaths near Gislingham (e.g. the circular route and the route to Thornham and Wickham Skeith), specifically: FP267/021 near Pylon RG119 (no access to Clay Street/Thornham Walks by not using the road); FP267/022 near Pylon RG118 (across the railway line leading to	The assessment of recreational routes are outlined in the Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement (ES) with the Outline Public Rights of Way Management Plan (document reference 7.6) and Access, Rights of Way and Public Rights of Navigation Plans (document reference 2.5) submitted			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Stahouse Farm, again blocking the route to Thornham and Wickham Skeith); FP267/14 – bridleway between the Mellis and Burgate Roads (as there are only three bridleways in the village and the other two are not suitable due to crossing a railway line and going through a wood with tree stumps and low hanging branches); FP267/14A near Pylon RG114. With this, concern that the footpaths mentioned will not be reopened in the future (following completion of the Project)	with the Development Consent Order (DCO) application. An assessment on the impact on Public Rights of Way (PRoW) during construction and proposed mitigation measures has been provided within Chapter 16: Traffic and Transport (document reference 6.16) of the Environmental Statement (ES). In terms of specific detail, the PRoW will be temporarily stopped up and an alternative route around the construction site will be provided. Following completion of the Project, the diversion route would be removed, the ground reinstated, and the existing PRoW reopened.				
Requests						
9-4.350	Concern regarding construction traffic entering village from Lion Road / Request for National Grid to provide details for mitigation for this, and request for advice to be taken into account regarding construction traffic using the A143 / Lion Road access (e.g. which is a very tight bend and prone to flooding)	National Grid have worked with the Local Highway Authorities and National Highways to we develop our access proposals for the project. Our assessments, which include visibility and highway geometry, have been completed for Lion Road and we have carefully assessed the necessary mitigation measures to enable its use. Highway improvement measures along Lion Road have not been identified to be required. As part of the design development of the Project, the proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety have been developed as the designs progress. This may include temporary traffic management measures			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		such as speed limit reductions and/or temporary signals.				
9-4.351	Will the companies involved in upgrade works for Bramford substation (which respondent fully supports) be required to frequently deploy road sweepers on the Bullen Lane access road to keep mud on the B1113 to a minimum?	As detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2), National Grid would undertake regular on-site and off-site inspections, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and windowsills within 100 m of site boundary, with cleaning to be provided if necessary.			X	
9-4.352	Criticism that existing pylons which run parallel to the proposed pylons have recently been updated / Request for further information as to why this was necessary when new pylons are proposed	Whilst the existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance, the existing assets are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new overhead lines and substations will be required to accommodate the changing demands on the network. The existing overhead lines cannot be further adapted safely and securely to enable them to carry more power or additional conductors (wires) added to take the amount of power being proposed in East Anglia.	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Technology / Operations						
9-4.353	Suggestion that if National Grid are going to create access roads, that they be an improvement to local roads	National Grid notes the comment raised. Unfortunately, the maintenance and condition of the public highway is not the responsibility of this Project and sits with the Local Highways Authority or National Highways. As part of this Project, we would undertake a pre-condition and post-condition survey and would be required to undertake remediation works where changes to the condition have occurred due to the Project construction work.			X	
Tourism						
9-4.354	Concern about impact of the Project on tourism	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
Visual Impact						
9-4.355	Concern about cumulative visual impact of the Project alongside existing overhead lines / concern about wirescape	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Networks to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA), presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (Document Reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some		X	X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		areas forms part of the embedded landscape mitigation, as set out in Chapter 13. The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects (document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.				
9-4.356	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect to customers and the proposed Tilbury North substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
9-4.357	Concern that lighting for the compound at Cotton / Carters Meadow will cause light pollution	Exterior and interior lighting would be provided at the substation sites to allow for safe movement and the operation of equipment. All lighting would be designed in accordance with the appropriate design standards and expected to include the use of motion detection triggered and directional lighting to reduce the potential for effects of concern. Further details are provided in the Environmental Statement (ES), Chapter 4: Project Description (document reference 6.4). Embedded mitigation details relating to lighting are presented in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Any operational lighting associated with the permanent assets such as Cable Sealing End (CSE) compounds and the East Anglia Connection Node (EACN) substation have been considered within the Environmental Impact Assessment (EIA). Night-time effects on designated landscapes, landscape character and visual amenity during construction and operation are assessed in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.358	Concern that the land to the west of the current Bramford Substation does not benefit from natural landcover and is exposed	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A Landscape and Visual Impact Assessment (LVIA) (document reference 6.13) has been undertaken as part of the EIA, located in Chapter 13 of the Environmental Assessment (document reference 6.13). Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) considers baseline views and is in agreement with the comment that the land to the west of the current Bramford Substation does not benefit from natural landcover and is exposed. As part of the assessment of visual effects, Visual Receptor Areas (VRA) have been identified along the study area. VRA B12: Elmsett lies to the west of Bramford Substation and the baseline description notes the views are open and long distance, and that rolling hills can be seen in the distance with a wooded backdrop. VRA C1: Burstall also lies to the west, and notes that in baseline views there are some longer distance views from higher land on low ridges located			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to the north-west of Burstall, frequent views of an existing 400 kV overhead line and 132 kV overhead line which pass through the area, and views to transmission masts and other overhead lines which all converge at Bramford Substation to the north-east of this area. The assessment goes on to report major adverse and significant visual effects resulting from the introduction of the Project within 0.5 km of the Project, reducing to moderate within 1.5 km, and minor (not significant) beyond 1.5 km for both VRAs. In terms of mitigation, land around National Grid permanent assets has been defined as Environmental Areas, with the exception of Bramford Substation where there is not sufficient space due to existing equipment and other planned developments. The levels of effect reported in the assessment reflect this.				
9-4.359	Concern about the cumulative impact of Pylon RG109 and the proposed Cable Sealing End (CSE) compound for the replacement of the existing UK Power Networks (UKPN) 132 kV local distribution overhead line with underground cables (e.g. visual impact), and concern about the increased impact of the Project between Pylons RG103 and RG108 (compared to existing UKPN 132 kV overhead line) due to the greater pylon height (e.g. visual impact between Pylons RG103 and RG106, site of a Saxon manor house). Similarly, concern about the cumulative impact of Pylon RG100 and the	National Grid notes the respondent's feedback. The Environmental Statement (ES) (document reference Volume 6: Environmental Statement) assesses the likely significant residual effects of the Project on a variety of environmental topics (including Cultural Heritage, and Landscape and Visual). ES Chapter 17: Cumulative Effects (document reference 6.17) reports any cumulative effects as a result of the Project's interaction with other projects and multiple effects on a single receptor.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	proposed CSE compound for the replacement of the existing UKPN 132 kV local distribution overhead line at the bottom of Dam Lane, Mellis (e.g. due to impact on woodland and impact on archaeological site)					
9-4.360	Concern about the impact of Pylons RG92 to RG100 on the designated Visually Important Open Space at Long Green Wortham	A Landscape and Visual Impact Assessment (LVIA), which includes an assessment of landscape and visual effects is presented in Chapter 13: Landscape and Visual of the Environmental Statement (ES) (document reference 6.13). The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1) This includes Guidelines for Landscape and Visual Impact Assessment (GLVIA3), as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The methodology and approach has been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. Effects on Visual Receptor Areas (VRA) (including VRA B1 Wortham) are presented in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). A selection of landscape and visual viewpoints have been used to produce technical visualisations to support the LVIA and assist stakeholders and ultimately the examining authority to understand the likely effects of the Project on landscape character and on views from specific points.	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Viewpoint 2.32 – Public Rights of Way north of Wortham (Wortham 39) (document reference 7.12.F51) illustrates how the Project would appear in views from Wortham and the footpath network around Long Green, which is included in the visually important open spaces identified in the Mid Suffolk District Local Plan. Wortham and the area of Common Land at Long Green sit on a localised elevated plateau. The Project is located approximately 1.5 km to the east and south on lower lying landform, which would help screen sections of the overhead line. The Project would be screened and filtered from views in some places by intervening buildings, mature hedgerows and trees on field boundaries, pockets of woodland, and intervening landform. The assessment identifies that visual effects are likely to be significant (adverse) within approximately 1.5 km of the Project within VRA B1.				
Waveney Valley Alternative						
9-4.361	Comment supportive of The Waveney Valley Alternative (the underground option)	National Grid notes the respondent's feedback	X	X	X	
9-4.362	Oppose The Waveney Valley Alternative (the underground option)	National Grid notes the respondent's feedback	X		X	
9-4.363	Waveney Valley Alternative	National Grid notes the respondent's feedback	X		X	
9-4.364	Oppose the overhead line proposal	National Grid notes the respondent's feedback	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.365	Suggest that the Project uses High Voltage Direct Current (HVDC) underground cables as opposed to Alternating Current (AC) underground cables through the Waveney Valley / Suggest that the Waveney Valley Alternative (underground option) uses HVDC underground cables	National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the Waveney and Little Ouse Recovery (WaLOR) channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WALOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WALOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		do not consider the additional cost associated with extending the underground cable would be justified. The Project has considered alternative technologies these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). HVDC is not normally used across land as converting AC to DC and back again would require converter stations so it can be used in the rest of transmission network and the distribution network which is currently AC. These converter stations are a significant size and would be required at every interface of a HVDC section with the wider AC network. For HVDC for the whole connection this would require these at Norwich, Bramford, East Anglia Connection Node (EACN) substation and Tilbury substation. the cost of these converter stations outweighs the benefits offered. Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.366	Suggest that National Grid provide screening for the Cable Sealing End (CSE) compounds as part of the Waveney Valley Alternative	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of screening the Cable Sealing End (CSE) compounds raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney Valley we concluded that the benefits from a change to underground cable do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		within peaty soils and increased technical risk to cable integrity from the Waveney and Little Ouse Recovery (WaLOR) channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms, they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the CSE Compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified. Therefore, no screening of the CSE compounds is				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		necessary due to the Project now being proposed as overhead line in this location.				
9-4.367	Suggest that the Project uses High Voltage Direct Current (HVDC) underground cables as opposed to Alternating Current (AC) underground cables through the Waveney Valley and that the underground cabling is extended further north and / or south as part of this (e.g. so that the Cable Sealing End (CSE) compound is relocated further away from Wortham Ling)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the underground cable further north and south raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney Valley we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the Waveney and Little Ouse Recovery (WaLOR) channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WALOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) Compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		cost associated with extending the underground cable would be justified. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. The selection of the appropriate technology for the Project is determined through consideration of National Grid's duties and the relevant policy, the duty under the Electricity Act 1989 to be economic and efficient and the guidance in NPS EN1 and EN5 that in most circumstances overhead lines would be the starting presumption. For the Waveney Valley we have considered whether the circumstances justify a change from this presumption and have concluded that the location is neither designated nor the levels of effects at a level where the cost of undergrounding by whatever means can be justified. Given this there is no basis to consider the benefits perceived to arise from extending the length of the cable section. The Project has considered alternative technologies these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		HVDC is not normally used across land as converting AC to DC and back again would require converter stations so it can be used in the rest of transmission network and the distribution network which is currently AC. These converter stations are a significant size and would be required at every interface of a HVDC section with the wider AC network. Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
9-4.368	Suggest that use of underground cables at the Waveney Valley should continue until the southern edge of Palgrave where it meets the A143 (e.g. 1 km more to ensure surrounding landscapes are less affected) / Suggest that use of underground cables is extended from Bressingham to the south side of Palgrave and the A143	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable until the southern edge of Palgrave where it meets the A143 raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney Valley we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the Waveney and Little Ouse Recovery (WaLOR) channel naturalisation and landscape recovery plans. Conversely there may be a compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-4.369	Suggest that underground cables as part of the Waveney Valley Alternative (underground option) are extended past the village of Palgrave, as the area already has hundreds of acres of solar farms	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable past Palgrave raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney Valley we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the Waveney and Little Ouse Recovery (WaLOR) channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-4.370	Suggest that underground cables as part of the Waveney Valley Alternative (underground option) are extended further into Mid Suffolk / Criticism that the Waveney Valley Alternative (underground option) protects more of Norfolk than Suffolk	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable further into Mid Suffolk raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney Valley we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the Waveney and Little Ouse Recovery (WaLOR) channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-4.371	Suggest that underground cables as part of the Waveney Valley Alternative (underground option) are extended to and beyond Gislingham (e.g. to mitigate impact on the village)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable beyond Gislingham raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney Valley we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects			X	

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		of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the Waveney and Little Ouse Recovery (WaLOR) channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified. The Project is progressing on the basis of overhead line. A localised change at Gislingham, subject of a separate request is nonetheless increasing the separation of pylons to some degree and providing some filtering of the angle pylon by positioning it behind an established wood.				
9-4.372	Suggest that the Waveney Valley Alternative (underground option) should be extended south to Pylon RG118 in Gislingham, and constructed via with trenchless methods	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of the underground cable south to TB118 raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney Valley we			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the Waveney and Little Ouse Recovery (WaLOR) channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision-making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
9-4.373	Concern that the Waveney Valley Alternative will increase the working width for the Project through the Waveney Valley and therefore impacting a broader area of habitat within the Waveney and Little Ouse Landscape Recovery Project (WaLOR) project during construction, and that the construction period within the valley will take longer. With this, suggest that Section 8.8.5 of the Preliminary Environmental Information Report (PEIR) should also include reference to the wider WaLOR Project and its delivery objectives	This feedback has been superseded by a decision to progress with an overhead line solution for the crossing of the Waveney Valley. The reasons for this are set out in the 2025 Design Development Report (document reference 5.15).			X	
9-4.374	Concern about the impact of the Waveney Valley Alternative on the River Waveney (e.g. the use of open cut techniques, as noted in Section 6.8.5 of the Preliminary Environmental Information Report (PEIR), could impact the historic river channel in the	Following careful consideration of feedback received from the public, stakeholders and the findings of our ground investigations (GI) and environmental surveys in the area, the overhead line design, rather than an underground cable in this area, has been taken			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	valley, potentially totally losing sections of the former channel; this could impact the proposed re-meandering and rerouting of the River Waveney to its original course)	forward. The effects of this design on the River Waveney are presented in the Environmental Statement (ES) Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and measures to reduce effects on this receptor are included in the Outline Code of Construction Practice (CoCP) (document reference 7.2).				
9-4.375	Suggest that underground cables as part of the Waveney Valley Alternative (the underground option) are extended as far south as far as Brook Farm Airstrip and the associated works are located away from Wortham Ling	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the use of underground cable to Brook Farm airstrip raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney Valley we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves		X		X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the Waveney and Little Ouse Recovery (WaLOR) channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given				

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		the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified. A further change has been taken forward as set out in the 2025 Design Development Report (document reference 5.15) which reduces impacts to Brook Farm airstrip. Factors influencing the change have included: feedback to reduce visual effects on residential properties by following the 132 kV alignment behind trees; preference for reducing the magnitude of effects and reducing potential cumulative effects by adopting the alignment of an existing 132 kV overhead line over a greater distance and extending the 132 kV overhead line replacement by underground cable to north of the A143; and technical advice on further change to support continued flight activity at Brook Farm airstrip.				
Wildlife / Ecology Impact						
9-4.376	Concern about impact of the Project on flightpaths for birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment Report (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed.				
9-4.377	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment Report (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape Ecological Management	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Plan (LEMP) (document reference 7.4). accompanying the Development Consent Order (DCO) application.				
9-4.378	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023–2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.379	Concern that the Project will result in a negative impact on protected species (only use if respondent uses "Protected Species")	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023–2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.380	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.*" Beehives can become charged if directly under an overhead line because of the electric field it produces. For existing overhead lines, this can be eliminated by screening or earthing the hive, but for new overhead lines, embedded design measures and careful routeing will avoid any potential effects. There does not seem to be evidence of EMFs adversely affecting bees directly. In the United States of America, the strip of land along power lines has been shown to be particularly attractive to bees, with these areas being utilised by commercial bee farms. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived.	X		X	
9-4.381	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid have committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
9-4.382	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12)	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.				
9-4.383	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
9-4.384	Suggest ecological enhancements as part of the Project	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental and societal benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.			X	
9-4.385	Concern that a track used by badgers in this section will be intersected by the Project (including proposed haul road) (pylon references provided by respondent)	National Grid has undertaken badger surveys across the route to identify the location of badger setts and associated mammal pathways. The crossing of a potential badger pathway has been considered as part of the Environmental Impact Assessment (EIA) and appropriate mitigation measures included within the Outline Landscape and Ecological Management Plan			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(LEMP) (document reference 7.4) to ensure no detrimental impact on the local badger clan.				
9-4.386	Suggest that the Rookeries at TM 13798 92144 is included and marked on the map as a local wildlife site and surveyed for wildlife	National Grid has obtained information on all formally designated local wildlife sites from the relevant local record centres, but to date this has not included a local wildlife site at TM 13798 92144. The designation of areas as local wildlife sites is undertaken by the relevant Local Authority.			X	
9-4.387	Concern about the impact of the project on the bat colony that lives in St Mary's Church and their flight path along Thornham Road, towards Pylon RG116	A suite of surveys, including at static surveys have been undertaken across the route to identify roosts and key commuting and foraging routes for bats across the Project. The assessment on protected species is presented in the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). In addition, ES Appendices 8.9 – 8.11 (document reference 6.8.A9 – 6.8.A11) provide further information on the presence of bats within the Order Limits. An impact assessment has been undertaken to identify any important bat foraging/commuting routes and appropriate mitigation outlined as necessary. This bat mitigation has been triggered by the presence of certain bat assemblages and/or high usage rates in areas of greater impact. A static detector was installed at Thornham road and results identified moderate activity for the majority of bat species groups with the exceptions of *myotis sp. and plecotus auritus* which were found to have relatively high activity levels. However use of an			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		artificial bat flyway has not been proposed in this location due to the limited impact on the woodland vegetation as a result of the project. Impact on bat commuting at this location is not considered significant.				
9-4.388	Concern that the Project will impact a rare species of tree that can be found in a copse that is in a field on the left when leaving the village along Thornham Road (walking.spruced.biked) and contains varied wildlife including nesting buzzards	Arboriculture and Ecology surveys have been undertaken to establish the baseline ahead of undertaking an impact assessment. The Environmental Statement (ES) Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) provides further information on tree species and impact.			X	
9-4.389	Concern that the Project will impact an 800-year-old ancient oak with a Tree Preservation Order (TPO) on it that is sited at the entrance of one of the haul roads (truffles.pump.rifled)	The haul road is sited on the opposite side of Thornham Road to that of the veteran oak tree. Appendix 13.6 Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document reference 6.13.A6) provides mitigation measures for working within buffer zones. The impacts to the tree are assessed as low.			X	
9-4.390	Concern that the Project will impact well-established trees, especially oak trees, and hedgerows with many native species on both sides of Thornham Road as far as Swattesfield campsite, as well as over the railway arch	Arboriculture and ecology surveys have been undertaken to establish the baseline ahead of undertaking an impact assessment. The Environmental Statement (ES) Appendix 8.1: Habitat Report (document reference 6.8.A1) and ES Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) provide further information. While there will be some unavoidable loss of trees/hedgerow along Thornham Road, the overhead line has been positioned to avoid the areas of more dense vegetation.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Replacement planting will be implemented on the completion of works. Further details are provided in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). National Grid are also committed to the delivery of 10% biodiversity net gain (BNG) across the Project.				
9-4.391	Concern that the fencing used to line the haul roads and construction sites will disrupt paths and tracks used by deer	National Grid notes this response. It is not expected that deer will be impacted by construction fencing.			X	
9-4.392	Concern that the Primary Access Route HO6-A2 on the Thornham Road will require the removal of a valued 7m girth Ancient Oak (registered on the Ancient Tree Inventory with ID. 62138)	As part of the changes that we have made in this location following statutory consultation, the alignment has been moved further east. This has resulted in the access proposals and associated bellmouth junction and construction laydown area also being relocated. Through these changes we have been able to remove the impacts on this tree and it is no longer affected by the proposals.			X	X
9-4.393	Concern about the impact of the Project on wildlife, hedgerows and oak trees on the haul road swathe from Notley Enterprise Park to the B1068, and request for information on mitigation measures at this location (Holton St Mary) / Suggest long-term wilding at this location (including mitigation for wildlife / provision of wildlife corridors; reducing flooding; maintaining air quality and carbon capture)	A range of protected species and habitat surveys have been undertaken across the Project, including between Notley Enterprise Park and the B1068.The results of these surveys are outlined in the Environmental Statement (ES), Chapter 8 and its associated appendices. Appropriate mitigation will be implemented where impacts have been identified as agreed with Natural England and the Local Planning Authority as relevant. Mitigation for potential habitat loss and/or fragmentation has also been presented in the Outline Landscape and Ecological Management Plan (LEMP)	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference 7.4). On completion of works replacement planting will be undertaken in line with measures set out in the Outline LEMP.				
9-4.394	Concern about the impact of the Project (e.g. haul road and site storage) on trees and hedges on registered common land in Furze Way, and suggest that a special dispensation will be required for this location	National Grid notes the respondent's feedback. Following feedback, we have removed the requirement for scaffolding and storage in this location which would reduce impacts to vegetation either side of Furze Way required for the overhead line. Furze Way will need to be managed during the removal of the existing 132 kV overhead line and installation of the Project but will be managed with engagement with the residential property at the eastern end of Furze Way. The haul road in this location does not cross or impact Furze Way. Areas of common land (and other special category land) within the Order Limits over which National Grid are intending to seek permanent rights are considered in Appendix C of the Statement of Reasons (document reference 4.1) and where land is deemed to be special category the relevant procedure and legislation would be followed.			X	X
9-4.395	Concern about impact of construction of haul road for the Project on gas main (e.g. due to disturbance of heavy clay soil) (near Pylons RG131 to RG139), and concern that the gas pipe has to be exposed in order to have a protective matting placed over it, along with an existing 32 kV double pole and 11 kV single pole line moved underground due to the	The haul roads are proposed to typically be constructed within the underground cable corridor and adjacent to the overhead lines. At many locations across the Project the haul road must cross over existing buried utilities or beneath existing overhead line utilities. This is common practice for transmission projects. In planning the Project, National Grid will survey the ground conditions along the length of the haul road as			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Project crossing over the gas main (e.g. impact on agriculture, hedgerows and trees)	this will determine the final design specification required for the haul road at specific locations. Additionally, National Grid will consider all existing utilities and agree interface, protection and mitigation arrangements (where required) with their owners. There is the potential, based on induced currents from the 400 kV overhead line, that alternating current mitigation measures may need to be installed to the ferrous Yelverton to Stowmarket pipeline operated by National Gas at RG136 to RG140. The scope and extent of such mitigation measures will be dependent on the final design arrangements of the Project which will continue to evolve within the parameters of confirmed Limits of Deviation. Factors including crossing angle and clearance height, length of parallelism, site specific soil resistivity etc. combine to define the requirement for mitigation. The mitigation itself is typically achieved by the installation, alongside the ferrous pipeline (in an area which is likely to have been previously disturbed during construction), of additional earthing which extends away from the crossing point. Consultation between National Grid and the relevant utility provider will confirm the requirement for installed mitigation, based on the final 400 kV design arrangements, which will be implemented by the relevant utility provider under their existing utility operation and maintenance provisions. Detailed Agricultural Land Classification (ALC) surveys have been undertaken to inform an Outline Soil				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Resource Plan (SRP) (Appendix C of the Outline Code of Construction Practice (CoCP), (document reference 7.2)), which will be developed into a Final SRP prior to construction commencing, taking into account detailed construction approaches and site-specific soil measures, and will be further informed by soil resource surveys undertaken post consent / preconstruction in areas which were not covered by the detailed ALC surveys. The SRP details key soil mitigation measures required to protect soil resources during the stages of construction and implementation of these measures will reduce the impact on agricultural operations as land can be restored to its previous condition following the construction phase. Most of the vegetation impact will be temporary, including impact associated with installation of the construction haul road, with like-for-like replacement planting committed to along the length of the Project following completion of works. The only restrictions to this like for like replacement planting, are beneath the overhead line and above the underground cable, where tree/hedgerow species will need to be low growing or have shallow roots. All vegetation loss will be adequately mitigated through either Biodiversity Net Gain (BNG) or the individual tree mitigation strategy. Full details of the likely impact on vegetation are presented within Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-4.396	Concern about impact of the Project on wildlife and biodiversity between Pylons RG131 and RG139 (report provided by respondent), and requests in relation to mitigating impact at this location (land parcel reference provided by respondent) as follows: the same management regime should be maintained for the land parcel; an Environmental Impact Assessment (EIA) should be undertaken prior to any construction commencing and made available to the respondent for review	A range of habitat and protected species surveys have been undertaken across the Project and include land between pylons RG131 and RG139. The results of these ecology surveys are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-A16) of the Environmental Statement (ES). Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority as relevant.			X	
9-4.397	Request for mitigation measures at land adjacent to Pylons RG131 to RG139 (land parcel reference provided by respondent) for wildlife (House Martins, Bats, Barn and Little Owls, Hedgehogs and Roe Deer), and query regarding what measures will be in place to enable animals taller than 100 mm, the height currently proposed for the gap beneath perimeter fence for passage of small animals, to pass through (e.g. as land is used to release rehabilitated hedgehogs and is used by roe deer)	A range of protected species surveys have been undertaken and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8. A1-A16) of the Environmental Statement (ES). Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority as relevant. Construction fencing would be designed to ensure minimised fragmentation impacts which is detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2).			X	
9-4.398	Concern about the impact of Pylons RG85 to RG110 on wildlife in Wortham and Burgate (list of species provided by respondent)	A range of protected species surveys have been undertaken throughout the route (including areas of Wortham and Burgate) and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Statement (ES). Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority as relevant.				
9-4.399	Concern about the impact of Pylon RG90 on bats (e.g. as bat surveys have recorded up to nine different species of bat in this location)	Bat activity surveys have been undertaken across the proposed route to identify both the bat species present and the important foraging and commuting routes. The results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 6.8.A10: Bat Activity Report of the Environmental Statement (ES). RG90 lies within the centre of a large arable field and no removal of bat habitat would be required to facilitate the construction. No significant effect on bats (either roosting or foraging/commuting) has been identified at RG090 and therefore no mitigation is proposed.			X	
9-4.400	Suggest that the impact assessment (as noted in Section 8.2.23 to 8.2.28 of the Preliminary Environmental Information Report (PEIR)) for the Project on large birds should consider the anticipated future increase in bird numbers from the Waveney and Little Ouse Landscape Recovery Project (WaLOR)	The presence of the Waveney and Little Ouse Landscape Recovery Project (WaLOR) has been considered as part of the Project design and is included within Chapter 17: Cumulative Effects of the Environmental Statement (ES) (document reference 6.17).			X	
9-4.401	Concern about the rationale for ruling out impact on Hintlesham Woods Site of Special Scientific Interest (SSSI) in the Preliminary Environmental Information Report (PEIR), as Table 8.5 indicates that it is 1.52km from the draft order limit but the text	Hintlesham Woods Site of Special Scientific Interest (SSSI) has been scoped in within of Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES) however no impact pathways relating to the designating features of the	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	beneath states that Hintlesham Woods SSSI 'is located approximately 2.1 km from areas surveyed for breeding birds and therefore not considered to be functionally linked, so it is not entirely clear what this means. If order limits are within 1.5km of the SSSI this would trigger an impact risk zone ('IRZ') for pylons and cables, 2.1km would be just outside. As such, suggest this should be revisited in the Environmental Statement and that National Grid should engage with the Royal Society for the Protection of Birds (RSPB) on Hintlesham Woods SSSI before ruling out an impact	SSSI were identified. The SSSI lie's outside of the Zones of Influence (ZoI) for disturbance to birds included within the designation. Our approach to designated sites was agreed at Scoping stage with relevant consultees.				
9-4.402	Suggest that the Environmental Statement should consider the ecological implications of building major infrastructure between the two parcels of woodland at Middle Wood, Offton Site of Special Scientific Interest (SSSI) and consider opportunities to increase connectivity	The potential fragmentation impact between the two parcels of Middle Wood, Offton Site of Special Scientific Interest (SSSI) is assessed and detailed within Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8).	X			
9-4.403	Concern that the Project from Pylon RG103 to RG106 will impact designated environmental scheme (e.g. a field dedicated to birds and insect life) as the Project will impact the completed work so far (bird count sheets provided by respondent)	A range of protected species surveys, including birds and invertebrates, have been undertaken for the Project, including in land parcels located around RG103 to RG106 and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). Specific mitigation for protected species has been included within the Outline			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Landscape and Ecology Management Plan (LEMP) (document reference 7.4).				
Design Change Request						
9-4.404	Suggest that an alternative access is used for the Project instead of the B1113 (currently proposed as a primary access route) (e.g. given unserviceability of the road, use by cattle and cyclists)	Our assessments have not identified a suitable alternative access route to this section of temporary haul road. As part of the pre-application process National Grid has engaged with the relevant authorities, and their highways teams and National Highways to understand and gain information on their local road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).			X	

Babergh, Colchester and Tendring feedback

Babergh, Colchester and Tendring section specific feedback (Statutory Consultation)

Table 9-5 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
9-5.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.2	Concern that the Project will have a negative impact on agricultural livestock (e.g. type of livestock)	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*."	X		X	
9-5.3	Concern that the trench for the underground cables from the Dedham Vale through to Ardleigh (under the railway line) will damage the fragile water table causing an irreversible impact on farming operations	The Environmental Statement (ES) includes an assessment within the Contaminated Land, Geology and Hydrogeology Chapter 9 (document reference 6.9), which identifies any potential impacts, including to groundwater abstractions, and introduce any mitigation,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		as required. In addition, hydrogeological risk assessments have been included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) regarding areas of underground cabling/trenchless crossings.				
9-5.4	Suggest that National Grid ensure that any impact on the drainage of the respondent's field is addressed during the construction period and remedied thereafter to mitigate impact on agricultural performance (plan provided by respondent)	National Grid would carry out an assessment of how temporary and permanent works may impact each area of land. Along with assessing existing drainage there may also be the need to install new (temporary or permanent) drainage systems. Landowners would be advised of the findings of these assessments at the appropriate time, and they would also be consulted before the reinstatement phase of the Project. National Grid is committed to returning the land (including drainage) to the condition it was before works began. Under the Compensation Code landowners have the right to compensation for loss and damage caused during construction.			X	
9-5.5	Concern that whole area encompassed by the scheme is heavily cultivated and the route crosses many arable crop fields which are often used for the planting of potatoes (e.g. a very high water-use crop) and that the possible clash of electric and watering systems would entail high risk. This would mean that this valuable crop would be unable to	Where crops are affected (temporarily or permanently) by the Project, National Grid would compensate landowners in line with the Compensation Code. Irrigation systems can be used under overhead lines, the respondent should contact the Project's Lands Team to provide further information as required or organise a site visit with an overhead line engineer:	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	survive once the pylons were active (e.g. in turn having a negative impact on rural employment in the area)	Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. We have completed an Environmental Impact Assessment (EIA) for the Project which includes an assessment on socio-economic impacts – Chapter 15: Socio-Economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15).				
9-5.6	Concern about the permanent loss of farmland for the East Anglia Connection Node (EACN) substation (estimated as in excess of 200 acres by the respondent) and permanent access road (estimated as in excess of 6-7 acres by the respondent)	Decision making about substation siting balances a wide variety of factors. Initially the search area is informed by the sources of generation and where is appropriate to connect in general terms with the National Transmission System. The site identification process did not identify a suitable brownfield site. The evaluation of the other sites that are available then considered factors such as soil, landscape and heritage in making a balanced decision. This is explained within the Corridor and Preliminary Routeing and Siting study (CPRSS) published in 2022 and subsequently backchecked but unchanged as explained in the 2023 and 2024 Design Development Reports (available on the Project website). The area requirement is a function of the technology and the need to establish a permanent route for Abnormal Indivisible Loads (AIL) to respond rapidly in case of equipment	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		failure. Alternative sites that may have reduced the road length have been considered as set out in the CPRSS and the 2023 and 2024 Design Development Reports (available on the Project website), but present other disbenefits and on balance the East Anglia Connection Node (EACN) substation site remains preferred. No change is proposed.				
9-5.7	Concern about the impact on Pylon TB20 on sand and gravel extraction (e.g. impact on royalty payments to respondent made for every tonne of sand and gravel extracted from the site) / Concern that the location of Pylon TB20 conflicts with the existing restriction that only sand and gravel can be extracted from the land / Criticism of National Grid's justification for the siting of Pylon TB20 (e.g. as food distribution centre has not received planning approval and may not go ahead)	National Grid has been in discussion with parties relevant to consented and proposed developments to the north and south of the position of this pylon. The project is progressing based on TB20 remaining at its current position (and recognising the potential for compensation due to restrictions on gravel extraction) but with potential to adopt an alignment passing to the north of Wick Lane which is subject to confirmation of the location of a warehouse which has been granted consent. The ability to route to the north depends on timely confirmation regarding the warehouse positioning to allow confirmation of sufficient space for the overhead line. National Grid continues to liaise with relevant parties and will develop Statements of Common Ground.			X	
9-5.8	Concern about the impact of the Project on planned solar panel array (for powering reservoir pump) at respondent's farm near Pylons TB78 and TB79 (plan provided by respondent)	National Grid has altered the overhead alignment design in this location which moves the pylons, overhead line and as such the Order Limits south away from the respondent's farm and solar panel array. The Project is now approximately 190 m to the south away from the respondent's solar array.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.9	Concern about impact of haul road for the Project at Pylons TB78 and TB79 on the sewage pipeline (not indicated on National Grid consultation mapping) which runs from Kelvedon to the sewage works (owned by Anglia Water) next to Crosspaths and Reservoir fields and on reservoir for the farm. With this, request that National Grid provide an engineer's report, corroborated by the Environment Agency	National Grid is aware of the Anglian Water sewage pipeline that runs from Kelvedon to the sewage works and has positioned permanent infrastructure to be offset from this asset (pylon TB81). In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners, in this case Anglian Water.			X	
Airfields						
9-5.10	Concern about the impact of the Project on Wormingford Airfield / Suggestion that the Project is routed away from Wormingford Airfield	National Grid has appointed an independent aviation consultancy who has engaged (with National Grid also present) with Wormingford Airfield. Following this and further assessment it has been determined, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	X		X	
9-5.11	Concern about the impact of the Project on Boxted Airfield (Royal Air Force (RAF) Boxted) / Suggestion that the Project is routed away from Boxted Airfield (RAF Boxted)	National Grid has appointed an independent aviation consultancy who has contacted Boxted Airfield. Following further assessment, it has been determined that the airfield is deemed to be disused. It was last used for a one day fly in, in 2021 by the South Suffolk		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Strut who have advised that they no longer wish to use the airfield due to the condition of the runway. We will continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-5.13	Concern about the impact of the Project on Royal Air Force (RAF) Raydon Airfield (including electrical interference and air turbulence from overhead lines) / Suggestion that the Project is routed away from RAF Raydon Airfield	For clarity this is not an operational Royal Air Force (RAF) base albeit there is an active airstrip known as Raydon Wings. National Grid has appointed an independent aviation consultancy which has engaged with the operators of Raydon Wings airfield (with National Grid also present) to inform the impact assessment. This is in accordance with the requirements of the Overarching National Policy Statement (NPS) for Energy (EN-1) and the NPS for electricity networks infrastructure (EN-5), recognising potential impacts from electrical interference and turbulence amongst other risk factors, the principal being from the presence of an obstacle in the vicinity of the airfield. It is assessed that the proposed overhead alignment to the north of the airfield enables safe overflight and need not impact existing flying circuits, although minor changes to operational procedures may	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		be undertaken by the operator. We will continue to engage with them as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-5.14	Concern about the impact of the Project on Nayland Airfield / Suggestion that the Project is routed away from Nayland Airfield	National Grid has appointed an independent aviation consultancy who has engaged (with National Grid also present) with Nayland Airfield. Following discussion with the airfield and further assessment it has been determined that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	X		X	
9-5.15	Request clarification on whether National Grid have consulted with the Civil Aviation Authority (CAA) or the Aircraft Owners and Pilots Association UK (AOPAUK) in relation to their Proposals for Raydon Wings and other airfields along the Project route	As a prescribed consultee, National Grid formally notified the Civil Aviation Authority (CAA) of the statutory consultation period. As Raydon Wings and the majority of other airfields potentially affected by the Project are unlicensed airfields, we recognise that any response may be limited as the CAA's regulatory responsibilities relate to licensed and officially safeguarded airfields only. National Grid's aviation consultants have also been			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consulting with the CAA's separate Airfield Advisory Team (AAT), who provide advice to support licensed and non-licensed airfields in their responsibilities for safety, to ensure relevant considerations are taken into account within the Project's design. We have not consulted directly with the Aircraft Owners and Pilots Association UK (AOPAUK). They are not a prescribed or statutory consultee, although any feedback received from them would be duly taken into consideration. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-5.16	Concern that the Project may impact on a current or future Air Traffic Zone (ATZ) at Raydon Wings	Raydon Wings Airfield does not have an Air Traffic Zone (ATZ) and, we understand, is unlikely to have one in the future. This would require an Air Traffic Control (ATC) Unit, Flight Information Service or Air/Ground Communications Service to implement this. This is unlikely to be warranted by the number of movements currently at the airfield or expected in the future. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.17	Suggest that the use of underground cables should start further north in order to avoid Raydon Wings Airfield altogether	National Grid has appointed an independent aviation consultancy which has engaged with the operators of Raydon Wings airfield (with National Grid also present) to inform the impact assessment. It is assessed that the proposed overhead alignment to the north of the airfield enables safe overflight and need not impact existing flying circuits, although minor changes to operational procedures may be undertaken by the operator. We will continue to engage with them as appropriate. In view of the assessment conclusions, the proposed extension of underground cables is not considered to be justified on grounds of aviation impacts. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	
9-5.18	Suggest that Raydon Wings Aerodrome Safeguarding Plan is considered for the Project	National Grid has appointed an independent aviation consultancy. The independent aviation consultants have considered the Raydon Wings Safeguarding Plan as part of their assessment of the potential impact of the overhead line on the safety of operations at the airfield, recognising the Plan's intended purpose is to trigger a consultation process regarding proposed nearby development, which in this instance had already been instigated by National Grid. The assessment methodology enables site-specific consideration of a range of criteria including, but not limited to, lateral and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		vertical clearance margins. In this instance it is assessed that, whilst the overhead line represents a new obstacle in the vicinity of the aerodrome, it is sufficiently distanced from the runway, take-off and landing paths, and flight circuits to the north to enable operations to continue safely, although minor changes to operational procedures may be undertaken by the operator. We will continue to engage with them to confirm the acceptability of the design. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-5.19	Suggest that an expert assessment is undertaken on the impact of underground cables crossing Raydon Wings Aerodrome runway on aircraft systems (e.g. to assess potential disruption)	National Grid anticipates magnetic fields of between 77-111 microteslas at 1 metre above ground may be produced by underground cables proposed at Raydon Wings airfield runway. In the absence of standards specifying maximum electromagnetic field strengths for aviation, National Grid has previously performed testing involving aircraft taxiing over operational cables at a comparable aerodrome and determined that Alternating Current (AC) cable interference did not impact aircraft avionics in that instance. Magnetic compasses are unaffected by AC fields. AC operates at 50 hertz while aviation electrical supply, when not Direct Current (DC) typically operates around 400 hertz and aviation communication operates in the megahertz range, so no			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		interference is likely by that mechanism. Also, electromagnetic field interference on radio altimeters, which operate in the gigahertz range, is not expected from power transmission sources. Furthermore, it is recognised that the aircraft types known to utilise Raydon Wings are unlikely to be fitted with radio altimeters, or reliant on Instrument Flight Procedures (IFPs) that require runway protection or allow Autoland capability. It should be noted that electromagnetic fields produced by the Project cables are unlikely to be distinguishable from those generated by the aircraft's own electrical systems and therefore not disruptive to instrumentation. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-5.20	Concern about the impact of the Project on Garnons Farm Airfield / Suggestion that the Project is routed away from Garnons Farm Airfield	In accordance with its responsibilities as an applicant as described within the Government's Overarching National Policy Statement for Energy (NPS EN-1) National Grid has appointed an independent aviation consultancy to develop a methodology to assess the potential impacts of the Project on aviation including airfields in close proximity. The assessment methodology enables risk-based site-specific assessment of a range of criteria, including but not limited to, lateral and vertical clearance margins, aircraft types, airfield operational activities and	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		procedures, and the surrounding context. The approach is informed by Civil Aviation Authority (CAA) regulations and guidance as well as ongoing consultation with airfield owners and operators. In relation to Garsons Farm airfield, our impact assessments recognise that the airfield is distanced from the overhead line (by approx. 2.5 km). Furthermore, the airfield take-off and approach paths do not overfly the overhead line. We therefore assess that the Project will not impact airfield operations and understand that the owner agrees with this assessment. Proposed changes to the Project design are therefore not justified on this basis. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-5.21	Suggest that the Project should be located at least 2 km from the centre of Brook Farm Airfield runways in accordance with Civil Aviation Publication (CAP) 793 (plan provided by respondent)	In accordance with its responsibilities as an applicant as described within the Government's Overarching National Policy Statement for Energy (NPS EN-1) National Grid has appointed an independent aviation consultancy to develop a methodology to assess the potential impacts of the Project on aviation including airfields in close proximity. The assessment methodology enables risk-based site-specific assessment of a range of criteria, including but not limited to, lateral and vertical clearance margins, aircraft types, airfield operational activities and		X		X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		procedures, and the surrounding context. The approach is informed by Civil Aviation Authority (CAA) regulations and guidance (including its 'Safer Operating Procedures at Unlicensed Aerodromes' guidance - CAP793) as well as ongoing consultation with airfield owners and operators. It is suggested this approach enables more nuanced assessment of impacts rather than the application of a fixed radius of 2 km, which does not consider other variables. In relation to Brook Farm specifically, responding to consultation and aviation impact assessments, a design change has been implemented to re-position the overhead line alignment further east to mitigate impacts on the airfield, enabling safe overflight of the overhead line. We are continuing to engage with the operator to confirm the acceptability of the design change. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
Community / Social Impact						
9-5.22	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received development consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed Development Consent Order (DCO) for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-5.23	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered during the construction phase to reduce, where practicable, disruption to education establishments. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Construction	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Traffic Management Plan (CTMP) (document reference 7.3) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The assessment concludes that there would be no significant effects on education facilities within the study area as a result of the construction and operation of the Project.				
9-5.24	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on leisure and tourism. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include: traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	X	X	X	
9-5.25	Concern about over development of area / other works in the area (e.g. cumulative impact)	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		cumulative effects assessment has considered the effects of the Project in conjunction with other existing and, or approved developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. The cumulative assessment has been undertaken in accordance with the overarching NPS for Energy (EN-1) Paragraph 4.1.5 in EN-1 states: '*In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy*'. Paragraph 4.2.12 in EN-1 states: '*The cumulative impacts of multiple developments with residual impacts should also be considered*.' Paragraph 4.3.3 in EN-1 states: '*The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and*				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects'. Paragraph 4.3.19 of EN-1 states: '*The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place'*. Paragraph 4.4.5 in EN-1 states: '*The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate*'. The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in Appendix 17.2: Long List and Short List of Other Developments (document reference 6.17.A2) of the Environmental Statement (ES), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in ES Chapter 17: Cumulative Effects (document reference 6.17). The detailed assessment of shortlisted other developments is presented in Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference				

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		6.17.A3). Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3) outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economic, recreation and tourism impacts).				
9-5.26	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about	X		X	

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		electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.				
9-5.27	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Statement (ES) identifies any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.	X		X	
9-5.28	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*." Although	X		X	

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		horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.				
9-5.29	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) and ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) consider the potential impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from ES Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures will be in place to reduce impacts. These include traffic management,		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures is presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.				
9-5.30	Concern about the safety risk to cyclists in relation to the Project on South Suffolk Cycle Route B	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles and has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction. This change to the access arrangements reduces the interface between the Primary Access Route and the South Suffolk Cycle Route B.			X	X
9-5.31	Concern that the Project will impact access to private driveways	It is anticipated that roads would only be closed where this is required for safe working. In accordance with measure AS03 in Outline Code of Construction Practice (CoCP) (document reference 7.2), where practicable and safe to do so, existing access to and from residential, commercial, community and agricultural land uses would be maintained throughout the construction period, or as agreed through landowner discussions.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.32	Concern that the Project will split Aldham village in half / Concern that Pylons TB52 to TB59 will split Aldham	National Grid has considered the respondent's feedback. However, it is not possible to route to the north or west of Aldham without undue diversion, thereby making the route longer and less direct and/or oversailing residential gardens. This would be contrary to the Holford Rules. We have therefore not changed the route around Aldham. A summary of the Holford Rules is provided within Appendix I22 of this report.	X		X	
9-5.33	Concern raised by residents of East Gores Road and Salmons Lane regarding Pylons TB66 to TB70	National Grid notes the respondent's feedback. Specific concerns have been responded to as part of this Consultation Report. If the respondent has any further concerns or questions they are encouraged to speak to the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.			X	
9-5.34	Concern about the impact of Pylons TB49, TB50, TB51, TB52, and TB53 and the construction laydown area (CLA) to the north of Pylon TB51 for the Project (e.g. on community woodland; on the Fordstreet Conservation Area; Public Rights of Way (PRoWs) (including: the Essex Way; FP3 which runs east-west passing across the haul road between Pylons TB50 and TB51 to the edge of Fiddlers	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. We	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Wood; FP5 which runs north from New Road, about 100m west of TB52; FP7); encirclement of village at Pylons TB52 and TB53; impact on views; impact on Church of St Margaret's and St Catherine's; impact on residents)	have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities (LPAs)) throughout the development of the Project design and environmental assessment work. The concerns raised relate to pylons TB49-53 in the area between the northern edge of the Colne Valley near Fordham Bridge and to the west of Gallows Green. Here, the alignment crosses lower valley areas adjacent to the river, passing first through an area of trees that line the riverbed, then arable farmland and its associated field boundaries, before rising to cross the valley sides and the A1124 towards Gallows Green. It is unclear from the feedback what a preferred solution might be, other than not to have the alignment pass through this area. Paragraph 5.4.136 of the 2024 Design Development Report (available on the Project website) notes that an alternative alignment to the west of Fordstreet and Fordham was considered and sets out the reasoning why a western option was not preferred when compared to the alignment. The report summarises that '*Overall whilst noting some potential for a reduction in the number of residential properties with potential amenity effects if the western alternative was taken forward, this would be a longer less economic and efficient route with more pylons and angle pylons. It would also potentially increase effects in respect of construction within a flood zone (but subject to micrositing this difference may be avoided) and be likely*				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to increase effects on heritage assets including a Grade I listed building and several moats associated with listed buildings. It is also noted that the 2023 preferred draft alignment is consistent with policy and overall, it is considered that there would be insufficient benefits from potentially reduced residential amenity and landscape effects of the western alternative to offset the technical concerns and additional infrastructure required for delivery it. On that basis the 2023 preferred draft alignment, subject to localised modifications, remains preferred and has been taken forward as the 2024 preferred draft alignment.' Any larger shifts in the preferred alignment (east or west) would bring the alignment closer to either areas of settlement in Fordstreet and Fordham in the west, closer to areas of community woodland and to the Fordstreet Conservation Area in the west, or to the ancient woodland at Fiddlers Wood and the area of settlement at Gallows Green in the east. Due to the direction required to make the grid connection (the Project), a crossing of the river and of the Essex Way and associated network of public footpaths is required. Routeing has sought to minimise effects on these where possible, including at the construction phase, by avoiding the highest areas of environmental value, such as ancient woodland. As such, this alignment remained preferred and was assessed as part of the Environmental Impact Assessment (EIA) for the Project.				

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		The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. This includes a landscape and visual impact assessment (LVIA), which includes an assessment of landscape and visual effects. The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13). The assessment concludes that there would be significant effects on views from the local community and Public Rights of Way (PRoW) network within Visual Receptor Areas (VRA) D5 Fordham, D6 West Bergholt, Fordham Heath and Eight Ash Green, and D7 Fordstreet and Aldham. Further detail is provided in the Environmental Statement (ES), Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). An Outline PRoW Management Plan (document reference 7.6) has been submitted as part of this DCO application. This document sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The Outline PRoW Management Plan has defined the management of the PRoW between TB49 and TB53. These include Fordham 33 (share the same				

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		path with Essex Way), Fordham 35 (shares the same path with Essex Way), Aldham 3 (noted as FP3 in the consultation response), Aldham 5 (noted as FP5 in the consultation response) and Aldham 7 (noted as FP7 in the consultation response). Fordham 33 (shares the same path with Essex Way), Fordham 35 (shares the same path with Essex Way), Aldham 5 and Aldham 7 would be temporarily closed with managed access, that is, allowing a safe passage throughout of the PRoW and Essex Way users. Aldham 3 would be partly temporarily closed with managed access, and partly temporarily closed with diversion. National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including grade II listed buildings in this area. All listed buildings within 2 km of the Order Limits are considered in the historic environment assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in				

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		Environmental Statement (ES) Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. These actions have been documented and are presented in the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), which forms an integral part of the Environmental Impact Assessment (EIA) for the Project. The approach to assessment and mitigation presented in the Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) have been discussed and agreed with key heritage stakeholders. The assessment of Fordstreet Conservation Area (CA9) concluded that the Project would have a significant effect on the setting of the asset during construction and operation phases. The assessment of Church of St Margaret and St Catherine (1170063) concluded that the Project would have a not significant effect on the setting of the asset during construction and operation phases.				
9-5.35	Concern about the impact of Pylons TB54, TB55, TB56, TB57, TB58, and / or TB59 (e.g. impact on St Margaret's Church and St Catherine's Church; impact on listed buildings at Aldham Hall; impact on	The Environmental Statement (ES) (Volume 6 of the Development Consent Order (DCO) application) reports the assessments undertaken to evaluate and identify the likely significant environmental effects arising from the	X		X	

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	Public Rights of Way (PRoWs) (FP15 that links to Aldham Hall Wood; FP12; FP13); impact on Crapes Fruit Farm and associated wildlife; impact on views; impact on residences; impact on birds, including geese and swans)	proposed construction and operation (and maintenance) phases of the Project, including identification of mitigation measures. Further information is included in Environmental Statement (ES) Chapter 6: Agriculture and Soils (document reference 6.6), Chapter 8: Ecology and Biodiversity (document reference 6.8), Historic Environment (document reference 6.11), Chapter 13: Landscape and Visual (document reference 6.13), and Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). In order to minimise impacts, an Outline Code of Construction Practice (CoCP) (document reference 7.2), and Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) have been included as part of the DCO application to deliver any mitigation required, including proposed management and monitoring. The impacts of pylons on agricultural land and soils are assessed in full in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES). It is considered that as the permanent land take of agricultural land from pylon footings is relatively small proportional to field sizes, agricultural operations, land quality and land management should remain the same. Standard mitigation would be implemented to reduce the impacts of construction on agricultural operations, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2), including maintaining access to agricultural land				

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		uses throughout the construction phase (or as agreed through landowner discussions) and providing alternative field access where field-to-field access points require alteration because of construction. In response to the wildlife/bird concerns, a range of protected species and other ecological surveys have been undertaken and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). This includes an assessment of impacts on wildlife/ecological receptors including birds around Crapes Fruit Farm. No bird collision risk has been identified at this location. Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) covers the potential effects on PRoW, including footpaths, from the Project. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted as part of the (DCO) application which details the proposed management of PRoW during construction. The Outline PRoW Management Plan (document reference 7.6) has defined the management for Aldham 12 (noted as FP12 in the consultation response) and Aldham 15 (noted as FP15 in the consultation response). Aldham 12 and Aldham 15 will be temporarily closed for the duration of the works with managed access, that is,				

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		allowing a safe passage throughout of the PRoW users. Aldham 12 will also be temporarily diverted during overhead conductor stringing and pylon work. Aldham 13 (noted as FP13 in the consultation response) falls beyond the Order Limits. Hence, no disruption is anticipated on the footpath. Access to PRoWs are expected to be reinstated during operation. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment, which includes an assessment of effects on landscape and visual receptors. This includes pylons TB54-59, which are located near Aldham in Section D, on the boundary of Visual Receptor Areas (VRA) VRA D6 Fordham Heath and Eight Ash Green and D7 Fordstreet and Aldham. The LVIA is presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). Visual effects are presented in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The assessment concludes that there would be significant effects on visual receptors within VRA D6 and VRA D7. Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment				

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		concludes there will be a significant impact to 'Aldham Hall' (1306270) and a not significant impact to 'The Church of St Margaret and St Catherine' (1170063) during both the construction and the operational phase. Therefore, during the construction phase, standard construction mitigation as outlined in the Code of Construction Practice (CoCP) (document reference 7.2) will be implemented. Ongoing collaboration with Historic England and relevant planning authorities has ensured a comprehensive approach to heritage-related matters, incorporating suitable mitigation measures and techniques based on their input.				
9-5.36	Concern about the proximity of the Project (underground cable and overhead line) between Pylons TB5 and TB9 to respondent's residence near Little Bromley Road (e.g. impact of construction; impact on mental and physical health)	The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network complies with those policies, which are set by Government on the advice of their independent advisors. The Project has been designed to ensure it is fully compliant with these policies and guidelines. Evidence of this will be submitted as part of the DCO			X	

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		application. Siting of the East Anglia Connection Node (EACN) substation has been carefully considered taking into account the effects from the EACN substation itself as well as those of the National Grid and customer (North Falls, Five Estuaries and Tarchon) connections to it, which include overhead lines and underground cables. The connection routeing itself responds to the presence of homes, environmental features and other constraints. Alternative sites for the EACN substation and other routes for the connections have been considered but are less preferred as set out in the 2025 Design Development Report (document reference 5.15).				
9-5.37	Concern about impact of the Project on the Boxted Neighbourhood Plan (e.g. the Project would remove green spaces outlined in the plan)	The Boxted Neighbourhood Plan was adopted in December 2016. The Neighbourhood Plan now forms part of the statutory Development Plan for Colchester and accordingly has been subject to review in the Policy Compliance Document (document reference 5.7).	X			
9-5.38	Suggest that consideration is given to the provision of safe pasture, stable and yard arrangements, and hacking routes for horse owners during construction	Where required, National Grid would consider alternative arrangements for the protection of livestock within the immediate location of site activities to ensure safety of both the workforce and livestock. Where a significant risk is identified, the Project's Lands Team would engage with the relevant landowner and agree appropriate mitigation or compensation in line with the Compensation Code.			X	
9-5.39	Concern about the impact of the Project on events / activities at Little Bromley (including the 10 km run,	The assessment of community facilities, businesses, recreation and tourism assets, which fall within the study			X	

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	Corbeau Seats Rally, Tour de Tendring, Women's Ride London, Tendring Farmers Show, Duke of Edinburgh activities) (e.g. due to impact on charities)	areas (including Little Bromley 10 km Run, Corbeau Seats Rally and Tour de Tendring) and proposed mitigation measures are presented in Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement (ES). Tendring Famers Show falls beyond the Local Study Area and therefore is not assessed in Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15). Location of Women's Ride London and Duke of Edinburgh activities are not defined in the public domain. As detailed in the Outline Code of Construction Practice (document reference 7.2), National Grid would seek to work with event organisers to minimise disruption to events and event organisers are encouraged to contact National Grid in advance of their event to ensure effective coordination and support.				
9-5.40	Concern about the impact of the Project on irrigation and distribution of liquid digestate at Fordham Place (e.g. impact on farming)	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.			X	

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		During the construction phase of the Project there may be temporary restrictions on the use of some irrigation systems. This would be avoided where practicable but if not, mitigation would be implemented to reduce the impacts. Following construction and when the permanent asset is in place, safety clearance would need to be adhered to. If landowners have any concerns regarding the use of irrigation systems during and after the works please get in contact with the Project's lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the project ahead of construction starting on site, please raise this at any meeting with the National Grid Lands Team who will keep a record and pass on any information.				
9-5.41	Concern about the impact of Pylons TB23, TB24 and TB25 and associated haul road (e.g. on residential property; on business park; on future development, including residential, commercial and	Northward movement of these pylons within the same field is constrained by a water pipeline at the northern edge of the field. It is not possible to restrict the position of the pylons within the narrow grass strip at the			X	

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	solar developments; on farming). As such, suggest the following: - Suggest that Pylons TB23 and TB24 50 metres north to the green strip between the solar panels and the field, allowing the construction road to utilise and improve an existing track along the northern boundary of the field; - Suggest that T-pylons should be used for Pylons TB23, TB24 and T025; - Suggest that Pylon TB26 is relocated 50 metres east into the corner of the adjacent field (e.g. to mitigate impact on farming); - Suggest that the order limits around Pylon TB25 should be reduced to the minimum necessary area (e.g. as Pylon TB025 is not an angle tower and National Grid does not need to acquire rights to this additional land); and, - Suggest that the future access route to Pylons TB23, TB24, and TB25 should be removed from the order limits, instead accessing these pylons from the track to the north (south of the solar farm) (e.g. to mitigate impact on farming)	southern edge of the solar farm. There needs to be flexibility to respond to ground conditions and an area is also required to facilitate construction which would lead to some permanent reduction in the panel area as well as additional temporary construction effects. On balance the alignment remains preferred on the basis of overall reduced level of effects. The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with				

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		increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report (available on the Project website)) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project. TB25 is proposed as a pylon used for installation and tensioning of the conductors given the potential restrictions to the east of Ipswich Road, so it is not possible to reduce the Order Limits. It is further noted that the temporary work area for installation and tensioning would be returned to agricultural use after completion of the works.				
9-5.42	Concern about the impact of Pylons TB39 to TB53 / Pylons TB42 to TB48 on Fordham, the River Colne Valley and Hill House Woods (specifically Pylons	National Grid has sought to reduce, as far as practicable, impacts on the environment/countryside through routeing and siting and an ongoing iterative			X	

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	TB41, TB42, TB43 and TB47) (e.g. impact on environment, landscape, ecology, heritage, listed buildings, the Essex Way, Countryside Conservation Area)	design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work. Impacts on Ecology and Biodiversity - A range of protected species and other ecological surveys have been undertaken across the Project and include land between pylons TB39 to TB53; and pylons TB42 to TB48. The results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). Appropriate mitigation will be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority as relevant. Impacts on Heritage - National Grid has undertaken a detailed routeing and siting exercise to reduce, as far as practicable, the potential impacts of the Project on the historic environment, including designated assets in and around Fordham. The alignment and placement of pylons between TB39 and TB53—including TB43 and TB47—have been developed with full consideration of the historic character of the River Colne Valley and the				

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		designated and non-designated heritage assets within the area. A robust methodology was applied to the assessment of heritage assets, developed in accordance with national policy and technical guidance, including the National Planning Policy Framework (NPPF) and Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (Second Edition, 2017). This approach was thoroughly discussed with, and agreed by, stakeholders including Historic England and relevant local planning authorities through the archaeological thematic working group meetings and the EIA scoping process. All listed buildings within and around Fordham have been conscientiously assessed. This has been informed by detailed historical research, analysis of historic mapping, site walkovers, Historic Environment Record (HER) data, and where applicable, local listing information. In addition, archaeological investigation has included geophysical surveys and trial trenching where necessary to inform a deeper understanding of the historic environment and the potential impacts of the Project. We are confident that this comprehensive and proportionate methodology has given appropriate weight to both physical impacts and changes to setting for heritage assets, including those within Fordham and along the River Colne Valley. Assessment outcomes				

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		and mitigation measures are detailed in the Historic Environment Baseline Report (document reference 6.11.A1), Chapter 11 of the Environmental Statement (document reference 6.11), and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2). Impacts on Public Rights of Way (PRoW) - The assessment on PRoW and Essex Way is detailed in Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the ES . An Outline PRoW Management Plan (document reference 7.6) has been submitted with the Development Consent Order (DCO) application to set out measures to manage access to PRoW around Pylons TB39 to TB53 / Pylons TB42 to TB48 during construction. These include temporary closure with managed access for Fordham 21 for the duration of the construction works (current indicative duration of four years); Fordham 33 (part of Essex Way) for an indictive period of one month; Fordham 35 (part of Essex Way) for an indicative period of one day; Aldham 3 for the duration of the construction (current indicative duration of four years); Aldham 5 for an indictive duration of two months and Aldham 7 for the duration of the construction works (current indicative duration of four years). Fordham 22 would be temporarily closed with diversion in place for an indicative duration of 3 days. These also include temporary closure with part diversion and part managed access for Fordham 16, for an				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		indicative duration of two months for trackway, one month for overhead conductor stringing, and two months for crossing protection scaffolding; Fordham 24 for an indicative duration of one month for overhead conductor stringing, two months for trackway and two months for crossing protection scaffolding, Fordham 36 for an indicative duration of two months for working area for overhead conductor stringing, two months for overhead conductor stringing and the duration of construction for haul road (current indicative duration of four years). Impacts on Landscape - The concerns raised relate to pylons TB39-53 around Fordham and the Colne Valley. Significant landscape and visual effects are identified in this area, as set out in Environmental Statement (ES) Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) and Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Paragraph 5.4.136 of the 2024 Design Development Report (DDR) (available on the Project website) notes that an alternative alignment to the west of Fordstreet and Fordham was considered and sets out the reasoning why a western option was not preferred when compared to the proposed alignment. The report summarises that '*Overall whilst noting some potential for a reduction in the number of residential properties with potential amenity effects if the western alternative was taken forward, this would be a longer less economic and efficient route with more pylons and angle pylons. It would also potentially increase effects in respect of*				

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		construction within a Flood Zone (but subject to micrositing this difference may be avoided) and be likely to increase effects on heritage assets including a Grade I listed building and several moats associated with listed buildings. It is also noted that the 2023 preferred draft alignment is consistent with policy and overall, it is considered that there would be insufficient benefits from potentially reduced residential amenity and landscape effects of the western alternative to offset the technical concerns and additional infrastructure required for delivery it. On that basis the 2023 preferred draft alignment, subject to localised modifications, remains preferred and has been taken forward as the 2024 preferred draft alignment.' Any larger shifts in the preferred alignment (east or west) would bring the alignment closer to either areas of settlement in Fordstreet and Fordham in the west, closer to areas of community woodland and to the Fordstreet Conservation Area in the west, or to the ancient woodland at Fiddlers Wood and the area of settlement at Gallows Green in the east. Due to the direction required to make the grid connection (the Project), a crossing of the river and of the Essex Way and associated network of public footpaths is required. Routeing has sought to minimise effects on these where possible, including at the construction phase, by avoiding the highest areas of environmental value, such as ancient woodland. As such, this alignment remained				

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		preferred and was assessed as part of the Environmental Impact Assessment (EIA) for the Project. Impacts on Traffic and Transport - An Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) has been submitted as part of this Development Consent Order (DCO) application, and sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The impact on PRoW (including Essex Way) from the construction and operation of the Project are presented in Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) and ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). The Outline PRoW Management Plan (document reference 7.6) has defined the management of the PRoW in the Essex Way, in particular the PRoW Langham 3, Great Horkesley 31, Fordham 33, Fordham 35, Great Tey 36, Great Tey 42, White Notley 15, Great And Little Leighs 29 and Great And Little Leighs 40. Most of PRoWs will be temporary closed for the duration of the works with managed access, that is, allowing a safe passage throughout of the PRoW users. The footpaths Great Tey 36, Great Tey 42 and Great and Little Leighs 40, and bridleway White Notley 15 will be temporary diverted for during the construction period. Footpath Great Tey 36 will have a diversion of less than				

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		5 minutes during 2 days and Great Tey 42 will be diverted for less than 2 minutes during 1 week. The diversion of Great and Little Leighs 40 will follow a similar alignment to the existing footpath, resulting in a minimum increase in journey time and distance. As a result, the magnitude of impact on the PRoWs in the Essex Way is considered negligible and the overall effect has been classified as not significant.				
9-5.43	Concern about the removal of street furniture and traffic islands for the Project in Ardleigh (e.g. due to impact on road and pedestrian safety)	National Grid has been working with the local highway authorities to develop access proposals for the Project. Our assessments have included mitigation measures. We have taken on feedback from regular engagement with the relevant local highway authority and have addressed safety concerns raised for the mitigations proposed.			X	
9-5.44	Concern about impact on access to respondent's drive due to underground cables for the Project (address and land parcel references provided by respondent)	National Grid and their contractors would make every effort to ensure that access to properties is minimally impacted by the works and would consult with and inform any residents that may be affected.			X	
9-5.45	Concern about the impact of the haul road for the Project on services and parking at St Mary's Church	Following concerns about construction traffic on the B1070, National Grid is proposing a bypass haul road to the east of Holton St Mary for accessing the cabling haul road and the cabling compound. Further details are presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3),	X		X	X

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		submitted as part of the Development Consent Order (DCO) application. The access point to the bypass haul road will be located to the south-east of St Mary's Church, with all construction vehicles approaching this access from the south. Therefore, no construction traffic is expected to pass directly by St Mary's Church, or its parking area and no impact is expected.				
9-5.46	Suggest a full review of the Project, Bramford to Twinstead Reinforcement (BTNO) and the UK Power Networks (UKPN) 132 kV network to identify further options for mitigation and infrastructure reduction in Bramford (e.g. to mitigate impact on communities), requiring collaboration from National Grid, UKPN and Ofgem	National Grid's proposals at statutory consultation for the Project to replace two 132 kV overhead lines with underground cable for between 1 km and 2.5 km out from Bramford Substation to the south-east and also replace around 8 km of 132 kV overhead line with underground cable through to Offton to the north. We consider this mitigates the impact on communities from the Project. The Bramford to Twinstead Reinforcement is itself removing a section of overhead line replacing it with a new grid supply point substation in order to adopt part of the removed alignment for new infrastructure. National Grid is also proposing the preparation of an initial feasibility study to assess the feasibility for the PJ Line removal in the longer term. The PJ Line is an existing 132 kV overhead line between Bramford and Lawford. This work would be limited to a feasibility exercise and any steps beyond that regarding potential removal would be for future consideration with relevant stakeholders outside of the Project and Development Consent Order (DCO). Further detail is available in		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10).				
9-5.47	Criticism that the pylon route cuts off Ardleigh from the AONB, changing the feel of the village	National Grid has considered the respondent's feedback. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Ardleigh. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects.			X	

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9-5.48	Concern about the impact of shared haul road (near Church Road, Little Bromley) with the North Falls / Five Estuaries on respondent's residence (e.g. given that shared use of the haul road would also significantly the duration of use and disturbance to residence and farming) / Concern about coordination of the three organisations for use of the haul road (e.g. the wind farms are independently negotiating access agreements without any information about the Project; who is responsible for mitigations and remediation). With this, suggest that a single organisation should be responsible for the haul road throughout to provide continuity and consistency in negotiations, compensation, day to day management and final completion	National Grid has engaged with North Falls and Five Estuaries to develop co-ordinated arrangements for access for construction. That includes the use by National Grid of the substation access road location alongside the windfarm export cable corridor. It will only be used by National Grid after it has been constructed by the windfarm companies and is expected to be decommissioned when no longer required by the windfarm companies who are expected to retain responsibility for the road construction, repair and decommissioning though with exact arrangements subject to commercial agreement. When the substation access road is not available, National Grid construction traffic will use the widened Bentley and Ardleigh roads and a private permanent Abnormal Indivisible Load (AIL) access road.			X	
9-5.49	Concern about impact of trenching for underground cables near Malting Farm Lane on respondent's well water supply (e.g. quantity and quality), and request that National Grid should provide a new operational well should the existing well cease to provide an adequate drinkable water supply due to the impact of the Project (address provided by respondent). With this, criticism that National Grid have not provided a response on this issue yet (despite being raised by respondent several times)	National Grid has conducted preliminary ground investigations in order to better understand the geology along the underground cable route, including ground water levels. This would be supplemented by more detailed investigations prior to construction should the Project obtain consent. National Grid would assess the impact of the works on all identified ground water sources, including public and private abstraction points, and take appropriate measures to avoid detriment to those water sources. Landowners are encouraged to provide as much information as early as possible in relation to any private			X	

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		supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the project ahead of construction starting on site. As part of the development of the Project a Groundwater Baseline and Qualitative Groundwater Risk Assessment has been undertaken and will form part of the Environmental Statement (ES) (document reference 6.9.A3). This document provides an assessment of the potential effects of the Project on groundwater resources and includes an appraisal of the impacts on groundwater supplies. Mitigation measures have been included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) regarding the prevention of groundwater pollution as well as measures specific to safeguarding groundwater fed water supplies. Commitments would include the safe and responsible storage of fuels, oils and chemicals, the monitoring of water quality prior to construction to confirm a baseline for future tests during construction and additional hydrogeological risk assessment at specific locations where there is a potential for the Project to impact on groundwater. Drainage design will follow sustainable drainage systems best practice including ensuring sufficient filter media is maintained between any infiltration systems and any underlying groundwater aquifers.				
9-5.50	Concern about the impact of Pylons TB1, TB2, TB3, TB4, TB5, TB6, TB7, TB8, TB9, TB10, TB11, TB12,	Impacts on Public Rights of Way (PRoW) - An Outline PRoW Management Plan (document reference 7.6) has			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	TB13, TB14, TB15, TB16, TB017, TB18, TB019, TB20, and TB21 (e.g. on Public Rights of Way (PRoWs) (including: Footpath 158, 28 and 29 from the railway line near the village to Morrow Lane and from Morrow Lane to Little Bromley Road; Footpath No 158 12 from Long Road West to Hunters Chase Bridleway; Footpath 158 2 from Hunters Chase to The Street; Footpath 158 3 from Coggeshall Road to The Street; Footpath 158 24 from the A127 to FB 128 2; Footpath Numbers FP129 8, 158 43 and 158 23 Malting Farm Lane to Harts Lane; FB 158 50 From Dedham Road to FB 158 4; FB 158 4 From Dedham Road across the field to Colchester Road; FB 158 22 from The Street to Dead Lane; Footpaths FB 158 20 From Lodge Farm Road to Wick Lane and 158 21 From Dead Lane to FB 158 20; Footpath 158 19 from Wick Lane (near to Wick Farm) to Crown Lane North); on businesses; on agriculture and farming; on Operation Turtle Dove; on trees, including those regenerated after Ash Dieback disease; green spaces (including: Glebe Land Corner; Harwich Road Allotments; woodlands attached to Birch Wood; fishing lake north of Colchester Road); on birds; close to proposed country park; on the Conservation Area)	been submitted as part of this DCO application. This document sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The impacts on PRoW have been minimised wherever possible where impacted upon by any temporary construction works or permanent works. Where possible, access along all PRoWs crossing the Order Limits would be maintained with access managed, or PRoWs diverted, and only closed where absolutely necessary during specific construction activities. Any required temporary diversions would be clearly signed at both ends, detailing the diversion routes, the duration of the diversion and a contact number for any concerns. Exact details of the forms of any management, diversions or closures would be subject to discussion with relevant local authority access officers. This discussion would include consideration of timings to prevent parallel or concurrent closures which may compound impacts for users. Details are presented in the Outline Public Rights of Way Management Plan (document reference 7.6), submitted as part of the Development Consent Order (DCO) application. A selected list of PRoWs agreed with local planning authorities have been assessed in the Environmental Statement (ES) under Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), as				

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		well as Chapter 16:Traffic and Transport (document reference 6.16). Impacts on Agricultural Land and Farming - The assessment of the effects on agricultural land (including Best and Most Versatile (BMV) land), soils (impacts on soil quality and associated ecosystem services) and agricultural landholdings are presented in full in Chapter 6: Agriculture and Soils (document reference 6.6) of the ES. Impacts on Ecology and Biodiversity - Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES), the Biodiversity Net Gain (BNG) Report (document reference 7.1) – including the consideration of wider environmental benefits and associated Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes measures, within the Environmental Areas, for habitat management and maintenance including new habitats that have been created or enhanced for BNG. These measures would take into account all areas within the Order Limits. Impacts on Recreational Routes and Local Businesses - The assessment of recreational routes, recreational land and local businesses between TB1 and TB21 are outlined in ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and the Outline Public Rights of Way Management Plan (document				

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		reference 7.6) submitted as part of the Development Consent Order (DCO) application. These include temporary closure with managed access for Ardleigh 28, Ardleigh 3, Ardleigh 24 and Ardleigh 22. Ardleigh 2 with temporary closure with part diversion and part managed access during construction. Impacts on traffic and transport - The Outline PRoW Management Plan (document reference 7.6) has defined the management of the PRoW in the area around pylons TB1 to T021. The PRoW will be temporarily closed for the duration of the works with managed access, that is, allowing a safe passage throughout of the PRoW users e.g. footpaths Ardleigh 28, Ardleigh 3 or Ardleigh 22. Additionally, bridleway Ardleigh 2 will be diverted following a similar alignment to the existing bridleway and for a duration of time of less than 1 week. Therefore a significant increase in journey time and trip length is not expected. As per the Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) assessment of the walker, cyclist and horse-rider delays for the PRoW, there will not be a significant increase in journey time and trip distance, therefore the magnitude of impact on the PRoW is considered negligible and the overall effect has been classified as not significant.				

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9-5.51	Concern about the impact of underground cables at Ardleigh, including at Ardleigh Heath (section from A12 to Rookery Chase) and around Ardleigh Village (Rookery Chase to the East Anglia Connection Node (EACN)) (e.g. impact on Public Rights of Way (PRoWs), including Footpath Numbers FP129 8, 158 43 and 158 23 Malting Farm Lane to Harts Lane; impact on green space at Glebe Land Corner, Harwich Road Allotments and Woodlands attached to Birch Wood; impact on business)	Impacts on Public Rights of Way (PRoW) - The impacts on PRoW would be minimised wherever possible where impacted upon by any temporary construction works or permanent works. Construction of underground cabling would require temporary localised diversion of PRoWs around the working area within the Order Limits. The Outline PRoW Management Plan has defined the management of the PRoWs, where Dedham 8 (noted as FP 129 8 in the consultation response) will be temporarily closed with managed access. Ardleigh 43 (noted as FP 158 43 in the consultation response) and Ardleigh 23 (noted as FP 158 23 in the consultation response) fall beyond the Order Limits. Hence, no access disruption is anticipated during construction or operation. Details are presented in the Outline Public Rights of Way Management Plan (document reference 7.6), submitted with the Development Consent Order (DCO) application. A selected list of PRoWs agreed with local planning authorities have been assessed in the Environmental Statement (ES) under Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), as well as Chapter 16: Traffic and Transport (document reference 6.16). Impacts on Ecology and Biodiversity - Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES), the Biodiversity Net			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Gain (BNG) Report - Including the consideration of wider environmental benefits (document reference 7.1) and associated Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes measures, within the Environmental Areas, for habitat management and maintenance, including new habitats that have been created or enhanced for BNG. These measures would take into account all areas within the Order Limits Impacts on Local Businesses - The assessment of recreational routes, recreational land and local businesses within the proposed underground section are outlined in the Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and the Outline Public Rights of Way Management Plan (document reference 7.6) submitted as part of the DCO application. Impact on traffic and transport - As per the Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) assessment of the walker, cyclist and horse-rider delays for the PRoW, there will not be a significant increase in journey time and trip distance, therefore the magnitude of impact on the PRoW is considered negligible and the overall effect has been classified as not significant.				
9-5.52	Concern about the impact of the Project on the long-term insurability of respondent's property on Sandpit's Lane (e.g. risks like subsidence and	There is no evidence from National Grid construction activities in the past that there is any statistically identifiable risk from subsidence and/or landslip			X	

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	landslip may be excluded or result in increased excess or premiums, or both), and suggest that National Grid should provide new insurance coverage or pay for this coverage during the works and for at least ten years after completion, as damage may not be apparent for this duration (e.g. respondent does not do not want to be in a position of claiming on a National Grid insurance policy they are not a customer of; making claims difficult to ensure favourable outcomes)	associated with our work. National Grid is a responsible developer, adheres by industry standards for codes of construction practice, and carries public liability insurance for third party claims linked to construction activities. Contractors are also required to carry public liability insurance whilst working for National Grid. Claims based on negligence or nuisance can be brought up to six years from the date when the damage occurs, which may be longer than the 10 year period mentioned.				
9-5.53	Concern that the Project will breach restrictive covenants over land at Glebe House (near Dedham Road)	National Grid notes the respondent's feedback. As the Project is a Nationally Significant Infrastructure Project, if the Project was to obtain development consent the Development Consent Order (DCO) would not be bound by any restrictive covenants. If the respondent has any specific concerns about their restrictive covenant that may be affected, they should contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Construction Impacts						
9-5.54	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (WSI) (document reference 7.5).	X	X	X	
9-5.55	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The Outline CTMP provides details about the proposed construction access strategy that has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors, using a combination of more suitable Local Road Network connections from the Strategic Road Network, and temporary haul roads for access along the proposed alignment. The Outline CTMP highlight any measures to reduce impacts to other road users from construction traffic related to the Project. Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts.				

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9-5.56	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Environmental Statement (ES) Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in Environmental Statement (ES) Chapter 7: Air Quality (document reference 6.7), and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP) for high-risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2). The Outline CoCP (document reference 7.2) sets out the required mitigation measures and environmental commitments that will be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				
9-5.57	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	The Construction Access Strategy has been developed to manage the impact of construction vehicles on the	X	X	X	

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		Public Highway and sensitive receptors, using a combination of more suitable Local Road Network connections from the Strategic Road Network, and temporary haul roads for access along the alignment. Further details of the Construction Routing Strategy are included within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the Local Highway Authorities and National Highways. An AIL routing strategy containing details about these movements are submitted in support of the Development Consent Order (DCO) application.				
9-5.58	Concern that the Project will impact flooding / drainage at Stratford St Mary which is a high risk flood area / Suggest mitigation measures with regards to works on the floodplains and flood risk at Stratford St Mary / Concern that the chosen crossing point on the river at Stratford St Mary is not a suitable location (e.g. the area is a very active floodplain with eight flood warnings issued over the last winter period, and soil disturbed for the use of underground cables is likely to be washed into the river by rainfall) / Suggest that the proposed	A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared as part of the application for development consent. The assessment was scoped in consultation with key flood risk management authorities and demonstrates how flood risk would be managed during construction and operation of the Project, describing the measures that would be put in place to ensure no increase to flood risk, which is a key requirement of the National Policy Statement (NPS) for Energy Infrastructure. Where the Project crosses existing flood defence infrastructure, such as at the River Stour at Stratford St Mary, key crossing design	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	underground cables should be rerouted away from this part of the river	principles have been agreed with the Environment Agency/Lead Local Flood Authority as applicable, and monitoring would be undertaken during construction of the crossing to ensure that the integrity of flood defences is maintained. In addition, the main works contractor would manage the Stratford St Mary worksite in accordance with a Flood Warning and Evacuation Plan (an outline of which is appended to the Outline Code of Construction Practice (CoCP) (document reference 7.2) and as part of this plan, measures and protocols would be enacted to prevent pollution of the River Stour during adverse weather events.				
9-5.59	Concern that the underground cables that the Project proposes between Langham and West Bergholt will effectively dam this watersheet causing extensive flood risk from Great Horkesley to West Bergholt / Request for confirmation on how National Grid will quantify and mitigate this risk	A Flood Risk Assessment (FRA) (document reference 7.9) has been undertaken, drawing on a range of data sources and informed by engagement with key flood risk management authorities. The FRA identifies the flood risk management and control measures that need to be put in place during construction and operation to manage surface water runoff and prevent increases in flood risk from a range of sources. These measures would either be integrated into the Project design at detailed design stage (e.g., runoff capture and attenuation features) and secured within the Outline Code of Construction Practice (CoCP) (document reference 7.2) which can be found within the Environmental Statement (ES) submitted with the Development Consent Order (DCO) application, and would be implemented by the appointed contractor(s), or	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		through the use of Flood Risk Activity Permitting (FRAP) with the Environment Agency.				
9-5.60	Concern that the high ground at Great Horkesley and West Bergholt is thick London Clay and does not respond well to heavy machinery compacting the drainage (that has evolved over hundreds of years)	Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2) provides details of soil handling to protect and avoid damage to soil resources, referring to good practice and specifically the Defra Code, along with other relevant guidance. This would be evolved and further developed prior to construction commencing, taking into account detailed construction approaches, including the use of heavy construction equipment. Suitable consideration of the ground conditions, including soil mechanics, will be incorporated into the detailed design of the Project, undertaken post-submission. This will be based on suitable site specific ground investigation in accordance with best practice outlined in commitment GH01 of the Outline CoCP (document reference 7.2).			X	
9-5.61	Suggest that Noaks Road / Raydon Road, Bacons Green should be closed during construction to prevent rat running through Bacons Green	The proposed approach for road closures and management is set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). It is anticipated that roads would only be closed where this is required for safe working. Temporary closures may be required for works including the construction of bellmouth junctions, highway mitigation, installation of buried cabling, and stringing of overhead lines/netting. If no suitable existing alternative access			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		provision is available, a temporary alternative access would be provided.				
9-5.62	Concern that the respondents water supply (near Sandpits Lane) will be impacted by the Project	National Grid has reviewed the underground alignment in this location, south of Sandpits Lane the alignment has been moved further away from the properties, however it is still required to cross Sandpits Lane in the same location. Crossing of underground utilities (both public and private) is normal practice for underground cable installation. Underground cable installation can normally be conducted without compromise to existing utilities. Detailed site investigations would be undertaken prior to construction to determine the location and nature of existing utilities Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the Project ahead of construction starting on site.			X	X
9-5.63	Concern that a drainage pipe proposed as part of the Project (near Sandpits Lane) will cause flooding impacting respondent's property	Construction (temporary) drainage run-off would be managed via an attenuation pond to ensure water is kept to a manageable flow rate for the outfall location.			X	
9-5.64	Request for the expected duration of works near Sandpits Lane as part of the Project, before the land is reinstated / Request to know if Sandpits Lane be closed for the duration of the works	All construction works take into account the local communities, and whilst focusing on getting the work done as safely and swiftly as possible, National Grid are not always able to avoid road or service closures. At this time, the construction programme is still being finalised,			X	

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		however National Grid will be reviewing all impacts on local communities, taking into consideration and reducing or removing these impacts, where possible. All means possible would be considered. Information regarding construction programme is included in the Environmental Statement (ES), Chapter 4: Project Description (document reference 6.4) an estimated construction period is between 2027 and 2031. The proposed approach for road closures and management is set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). It is anticipated that roads would only be closed where this is required for safe working. Temporary closures may be required for works including the construction of bellmouth junctions, highway mitigation, installation of buried cabling, and stringing of overhead lines/netting. If no suitable existing alternative access provision is available, a temporary alternative access would be provided.				
9-5.65	Request for information regarding the protrusion finishing close to the roadside copse north of Pintins, heading from Laits Barn; if this to house equipment and cause noise impacts	National Grid assumes that this relates to the Limits of Deviation (LoD) along the west side of Sandpits Lane, which are shown at full width and then stepped into a narrowed width to the south of Lait's Barn to avoid the woodland and property. Due to the narrowed section, this area may be used to store spoil as it arises from that section, as the usual method of placing the spoil to the side of the underground cable swathe would not be			X	

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		possible in the narrower corridor. This is not currently designated as a compound to store equipment. Soil stored in this area would be temporary, construction vehicles would be required to move and store the soil safely. Whilst the soil is being stored, no additional noise impacts are expected.				
9-5.66	Concern that the Project will cut off respondent's water supply which runs from behind Hill Cottage across the field north to Rams Farm Road (e.g. this runs through the proposed construction site)	Crossing of underground utilities (both public and private) is normal practice for underground cable installation. Underground cable installation can normally be conducted without compromise to existing utilities. An Outline Code of Construction Practice (CoCP) (document reference 7.2) has been prepared and submitted with the Development Consent Order (DCO) application. This document provides commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase. Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the Project ahead of construction starting on site.			X	
9-5.67	Concern that the Project will impact ground water supply that serves residents of Little Bromley (including Mulleys Cottage) due to no mains water	Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment of the Environmental Statement (ES) (document reference 6.9.A3), provides			X	

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	provision being available / Request for further information on the impact the construction of the Project will have on ground water supplies and request that National Grid guarantee that no pollution will enter the water supply of residents of Little Bromley	an assessment of the potential effects on groundwater from the Project and includes the impacts on groundwater supplies. In addition, mitigation measures have been included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) regarding the prevention of pollution.				
9-5.68	Concern about damage to Mulleys Cottage (a Grade II listed building with a timber frame) caused by vibrations from construction vehicles as part of the Project in addition to the widening works being carried out on Bentley Road / Request for further information on the mitigation measures National Grid will be taking to protect Mulleys Cottage from this risk	National Grid has worked to minimise potential impacts on the historic environment, including listed buildings such as the Pair of Cottages approximately 10 m south of The Fox and Hounds Public House, Bentley Road (1111418) and its setting through assessments made including site visits and extensive desk-based research, to thoroughly evaluate the setting of the heritage assets and understand their value during the design process. Mitigation efforts have then been explored to mitigate identified impacts effectively. These have been documented within the Historic Environment Assessment in the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), which forms an integral part of the Environmental Impact Assessment (EIA) for the Project. Ongoing collaboration with Historic England and relevant planning authorities has ensured a comprehensive approach to heritage-related matters, incorporating suitable mitigation measures and techniques based on their input. The heritage assessment of Pair of Cottages Approximately 10 m South of the Fox and Hounds Public			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		House (1111418) - including Mulleys Cottage concludes a temporary negligible adverse significance of effect on the asset during the construction period and a permanent negligible adverse significance of effect on the asset during the operation phase. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. National Grid acknowledges there would be plant movement and noise during the construction of an East Anglia Connection Node (EACN) substation access carriageway causing a minor change to the rural aspect of the asset's setting. Therefore, during the construction phase, standard construction mitigation as outlined in the Outline Code of Construction Practice (CoCP) (document reference 7.2) would be implemented. An assessment of construction vibration is presented in Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14). The assessment indicates that impacts from construction traffic vibration are not expected at Mulleys Cottage. This would be reviewed further by the contractor(s) prior to works and mitigation measures would be incorporated into the works where required.				
9-5.69	Concern that National Grid's proposals at Sandpits Lane will impact the entire valley and its wildlife into	The hydrological and ecological impacts on wetland habitats and the River Brett are assessed as part of the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	River Brett / Criticism that EDF are intending to drain run off / spoil water / foul water containing pollutants into springs that feed ponds and wetland along the valley, running into Shelley and the River Brett	Environmental Statement (ES), with mitigation set out within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). There would be no discharge of foul water / spoil water into the receiving water environment, this would be discharged to foul sewer (where connections are available) or alternatively, collected and removed from site for disposal at a licenced facility. Rainfall runoff from works areas would be subject to collection, treatment and attenuation prior to discharge. These measures would prevent pollution of the water environment within the River Brett catchment.				
9-5.70	Criticism that EDF will be polluting the watercourse that runs the whole length of the landowners holding (e.g. impacting wildlife including protected species) / Suggest that EDF reconsider their plans to pollute the spring fed wetland and pond that is a few metres from the red rectangle (plan provided by respondent)	It is noted that the comment refers to an EDF Project however it is assumed that the points raised are in relation to National Grid and the Norwich to Tilbury Project. The hydrological and ecological impacts on wetland habitats have been assessed as part of the Environmental Statement (ES) including in Chapter 8: Ecology and Biodiversity (Document Reference 6.8) and Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12). These assessments conclude that, with mitigation controls to manage pollution risks, as well as safeguard existing land drainage and hydrological regimes in place there would be no significant effects on the wetlands and water features (and associated protected species). The			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		mitigations measures and controls are set out within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-5.71	Concern about the impact of the construction of Pylons TB44 to TB50 on the valley through Aldham and Fordham, including impact on localised flooding	National Grid has completed an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2027, it is anticipated that access and construction of the Project would commence in 2027, likely starting with pre-commencement works including site clearance activities, the installation of temporary construction compounds and access roads. It is expected the construction works would continue through to 2031 (four years) (with only demobilisation in 2031). While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information is provided in Chapter 4: Project			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Description of the Environmental Statement (ES) (document reference 6.4). An Outline Code of Construction Practice (CoCP) (document reference 7.2) and an Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) has been prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project. The FRA describes the measures that will be put in place to manage construction and operational flood, and land drainage impacts to ensure the development is safe from flooding over its lifetime and that off-site flood risk is not increased.				
9-5.72	Concern that the Project will impact land drainage, farm borehole irrigation, impact on those without mains drainage and / or impact on well water properties at Ardleigh and Little Bromley	Drainage surveys would be carried out in advance of construction works and would include on-site assessments and engagement with affected landowners. Existing drainage would be avoided where reasonably practicable. Where it cannot be avoided, it would be rerouted, or temporary drainage would be installed for the construction period. Landowners are encouraged to provide as much information as early as possible in relation to any			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the Project ahead of construction starting on site. The Environmental Statement (ES) includes an assessment within Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) which identifies any potential impacts, including to groundwater abstractions, and introduces any mitigation, as required. In addition, hydrogeological risk assessments have been undertaken within areas of underground cabling/trenchless crossings and are presented within Appendix 9.1: Baseline Information and Preliminary Contamination Risk Assessment (document reference 6.9.A1) and Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3) of the Environmental Statement (ES).				
9-5.73	Concern the project will impact drainage / cause flooding at Parney Heath and Park View	The Project has sought to avoid development in areas that are at high risk of flooding and would implement robust drainage systems to manage construction and operational surface water runoff and to ensure continuity of existing land drainage routes. National Grid has submitted a detailed Flood Risk Assessment (FRA) (document reference 7.9) as part of its Development Consent Order (DCO) application. The FRA recommends measures to mitigate any effects on flooding and the drainage regime, so that there is no increase in flood risk at Parney Heath and Park View.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.74	Concern that the area is prone to flooding, and suffers from water runoff from surrounding fields, particularly in the Fordstreet area	National Grid has completed an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project, including consideration of potential impacts on flood risk from all relevant sources, both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life, and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project to support and inform the EIA. The FRA describes the measures that would be put in place to manage construction and operational flood, and land drainage impacts to ensure the development is safe from flooding over its lifetime and that off-site flood risk is not increased.			X	
9-5.75	Concern that the longer term impact of widening Bentley Road will increase traffic for people who would have previously used the B1035 as it will become a cut through / Request for confirmation whether National Grid have carried out any investigation into the long term impact and anticipated changes to traffic behaviour based on the widening of Bentley Road	The required permanent highway improvements are determined by the operational and maintenance requirements of the proposed substation. This includes the requirement for infrequent emergency access for replacement equipment to be available should substation equipment fail. It is not expected that the proposed widening on Bentley Road would lead to an increase in the long-term traffic.			X	

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		The short sections of selected widening where the road is narrow would only extend from the A120 up to the outer edge of Little Bromley, the roads north of the village would remain unchanged. None of the proposed mitigation works would lead to changing the classification of the C road to a B road and the B1035 would still remain the dominant connection route.				
9-5.76	Concern over removing historic ditches at Upp Hall Farmhouse, used for land and property drainage / Concern that no mitigating measures have been put in place to prevent interruption	National Grid has worked to minimise potential impacts on the historic environment, including listed buildings such as Upp Hall (1223380) and its setting as well as known heritage assets, through strategic routing and siting measures. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. National Grid has conducted comprehensive assessments, including site visits and extensive desk-based research, to thoroughly evaluate the setting of this heritage asset and understand its value, the findings of which are detailed in the Historic Environment Baseline Report (document reference 6.11.A1) and Chapter 11 (document reference 6.11) of the Environmental Statement (ES). These assessments			X	

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		increase the understanding of the historical significance of this setting. It is acknowledged there would be plant movement, tall cranes for pylon construction, near two pulling locations, haul road construction and overhead line mitigation works causing a moderate adverse change to the rural aspect of the asset's setting and a significant impact during construction, which is reduced to not significant during the operational phase. Therefore, during the construction phase, standard construction mitigation as outlined in the Outline Code of Construction Practice (CoCP) (document reference 7.2) would be implemented. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-5.77	Concern that the Project will disrupt or damage the water supply to / surface water drainage from Upp Hall Farmhouse, The Stable Barn House, all the farm business units, and the livestock / Concern that no information has been received from National Grid in relation to this	In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and likewise as part of the consultation process, we have contacted all third party utility providers in the area. The Environmental Impact Assessment (EIA) includes an assessment which can be found in the Environmental Statement (ES), Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9),			X	

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		which identifies any potential impacts, including to groundwater abstractions, and introduce any mitigation to safeguard existing drinking water supplies (both with regard to quantity and quality), as required. However, as the Project in this section of the route constitutes overhead lines, interaction with underlying aquifers would be limited. Any piling activities e.g., for pylon foundations, would be undertaken in accordance with good practice, and informed by Project Ground Investigation data. Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the project ahead of construction starting on site.				
9-5.78	Concern over access to Upp Hall Farm on Salmons Lane, 24/7 access is required to the livestock and there are no alternative entry points	The proposed approach for road closures and management is set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). It is anticipated that roads would only be closed where this is required for safe working. Temporary closures may be required for works including the construction of bellmouth junctions, highway mitigation, installation of buried cabling, and stringing of overhead lines/netting. If no suitable existing alternative access provision is available, a temporary alternative access would be provided.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.79	Concern that Salmons Lane / East Gores Road will be impacted by construction traffic for the Project (e.g. there are frequent vehicle movements to the business units and two dwellings served by these roads, and East Gores Road is susceptible to flooding, so cannot be relied upon for alternative access)	The proposed approach for road closures and management is set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). No construction traffic is proposed to use either Salmons Lane or East Gores Road. Construction traffic would use a separated dedicated haul road and cross over these roads to maintain use on the haul road. Priority would be provided to the Salmons Lane and East Gores Road and the construction traffic would have to wait until it can cross the public highway.			X	
9-5.80	Concern that the Project will cause damage to utility supplies and watercourses near Pylons TB68 and TB69	National Grid is working and consulting with all third party statutory utility owners. Where required, appropriate mitigations would be agreed in order to negotiate such existing infrastructure. In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and visible and likewise as part of the consultation process, we contact all third party utility providers in the area. This will be reviewed as the Project progresses. Works with potential to impede land drainage or the flow regime of any ordinary watercourse would be subject to consent under the Land Drainage Act 1991. Further details are presented in the Consents and Licences			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Required Under Other Legislation document (document reference 5.5) that accompanies the Development Consent Order (DCO) application.				
9-5.81	Concern that Pylon TB68 will impact water supply, sewerage soakaway, use of underground cables for electric supply and broadband	National Grid does not envisage any direct impact on existing drainage and utility assets at TB68. Protection of such assets if present would be confirmed during detailed design. National Grid is working and consulting with all third party statutory utility owners. Where required, appropriate mitigations would be agreed in order to negotiate such existing infrastructure. In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and visible and likewise as part of the consultation process, we contact all third party utility providers in the area. This would be reviewed as the Project progresses. Works with potential to impede land drainage or the flow regime of any ordinary watercourse would be subject to consent under the Land Drainage Act 1991. Further details are presented in the Consents and Licenses Required Under Other Legislation document (document reference 5.5) that accompanies the Development Consent Order (DCO) application.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the project ahead of construction starting on site.				
9-5.82	Concern that Pylon TB68 will harm residents (including children) due to electronic field	Electric and Magnetic Fields (EMFs) are produced wherever electricity is used, and National Grid fully recognises people's concerns. We take this issue very seriously and look to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on EMFs and health. We believe important decisions on health should be made independently of industry, as is the case in the UK. Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to our approach. The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, which have not been established by scientific research. These policies are incorporated into the decision-making process for			X	

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		development consent in National Policy Statement (NPS) EN-5. Our approach is to ensure that all our assets comply with those policies, which are set by Government on the advice of their independent advisors UK Health Security Agency (UKHSA). This ensures that health concerns are properly and adequately addressed. The evidence concerning compliance with these policies, including the numerical guidelines are documented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of our Development Consent Order (DCO) application.				
9-5.83	Concern that the Project will impact cess pits, soak aways and incoming water supplies to the cottages on East Gores Road (e.g. as damage took place when recent test drilling was undertaken, which closed East Gores Road for five days)	National Grid is working and consulting with all third party statutory utility owners and landowners. Where required, appropriate mitigations would be agreed in order to negotiate such existing infrastructure. In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and visible and likewise as part of the consultation process, we contact all third party utility providers in the area. This would be reviewed as the Project progresses. Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		so these can be factored in at the detailed design stage of the Project ahead of construction starting on site. Regarding damage caused by recent drilling resulting in a five-day closure of East Gores Road, National Grid can confirm that this was not related to Norwich to Tilbury and has stringent measures in place to avoid such impacts from future surveys or works on the Project. Where accidental damage is caused, National Grid would work with affected stakeholders to rectify the impact as fast and efficiently as possible.				
9-5.84	Concern about impact of construction on access to Ardleigh Road and Birchwood Road, and associated noise and pollution levels next to respondent's property	Ardleigh Road and Birchwood Road are proposed to be used as Primary Access Routes for construction. During construction, there may be periods where Primary Access Routes require closure or traffic management measures for works such as road widening. The Project will seek to limit road closures where appropriate and safe to do so and when these occur, suitable alternative access routes would be identified or provided. Chapter 14: Noise and Vibration (document reference 6.14) of the Environmental Statement (ES) includes an assessment of potential noise impacts from construction traffic on the public highway, including on Ardleigh Road and Birchwood Road. The assessment indicates that significant adverse effects from construction traffic noise are not expected on these routes. Chapter 7: Air Quality (document reference 6.7) of the ES includes an assessment of construction traffic emissions to determine any changes in air quality arising			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		from construction phase. Chapter 7 of the ES also recommends best industry practices to mitigate the impact of the Project on air quality from construction. No significant new effects are expected along Ardleigh Road or Birchwood Road. Air quality modelling for the ES assessed 59 human receptor locations across three scenarios (Baseline, Do Minimum, and Do Something), and no exceedances of Air Quality Objectives (AQO) were predicted for any pollutants (NO_2, PM_{10}, and $PM_{2.5}$). The closest human receptor to both Ardleigh Road and Birchwood Road are located directly adjacent to each road. Modelled pollutant concentrations at these receptors remain well below AQO thresholds for all pollutants. Additionally, existing background pollutant levels in the area are already significantly lower than AQO limits. Therefore, the planned works near Ardleigh Road and Birchwood Road are not expected to result in any exceedances of AQO limits for annual mean NO_2, PM_{10}, or $PM_{2.5}$ at nearby human receptor locations.				
9-5.85	Concern that the natural drainage of respondent's field will be impacted by underground cables as part of the Project	National Grid notes the respondent's feedback. Drainage surveys would be carried out in advance of construction works and would include on-site assessments and engagement with affected landowners. Existing drainage would be avoided where reasonably practicable. Where it cannot be avoided, it would be rerouted, or temporary drainage would be installed for the construction period.			X	

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		The Environmental Statement (ES) includes an assessment within the Contaminated Land, Geology and Hydrogeology Chapter 9 (document reference 6.9), which identifies any potential impacts, including to groundwater abstractions, and introduce any mitigation, as required. In addition, hydrogeological risk assessments would be undertaken within areas of underground cabling/trenchless crossings. The Project would manage surface water runoff using sustainable drainage systems techniques appropriate to local conditions. In this location, the drainage for temporary construction work is assumed to comprise an attenuation pond (or alternative feature) and outfall. As set out in the Flood Risk Assessment (document reference 7.9) the philosophy of the surface water drainage strategy is to replicate as closely as possible the natural runoff characteristics of the existing site. Landowners are encouraged to give the National Grid Lands Team details of any private supply, drainage and irrigation systems as early as possible to ensure these can be assessed as part of the detailed Project design.				
9-5.86	Concern that there is an irrigation main that crosses onto landowners land precisely where the new access across Sandpits Lane is proposed / Any severing of this irrigation main would result in significant losses for landowner, and National Grid has not confirmed whether irrigation can continue under the power lines, raising concerns that the farm	National Grid notes the respondent's feedback. Drainage surveys would be carried out in advance of construction works and would include on-site assessments and engagement with affected landowners. Existing drainage would be avoided where reasonably practicable. Where it cannot be avoided, it			X	

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	may never be able to grow high value crops in this area again (this would have a significant financial impact for the farm)	would be rerouted, or temporary drainage would be installed for the construction period. The Environmental Statement (ES) includes an assessment within the Contaminated Land, Geology and Hydrogeology Chapter 9 (document reference 6.9), which identifies any potential impacts, including to groundwater abstractions, and introduce any mitigation, as required. In addition, hydrogeological risk assessments would be undertaken within areas of underground cabling/trenchless crossings. The Project is proposing underground cables in this location, irrigation systems can continue to be used above the underground cables once the land is reinstated. Landowners are encouraged to give the National Grid Lands Team details of any private supply, drainage and irrigation systems as early as possible to ensure these can be assessed as part of the detailed Project design.				
9-5.87	Concern that the Project includes pylons and concrete pads next to a floodplain area, increasing the risk of flooding, and risking exasperating existing flooding issues at respondent's property (location provided by respondent)	The Project has been subject to a robust Flood Risk Assessment (FRA) (document reference 7.9) which has appraised the potential impacts of construction on flood risk from a range of sources. The FRA has identified a number of control and management/mitigation measures for preventing increases in flood risk. These include provision of drainage to capture and attenuate rainfall runoff from areas of impermeable land, such as concrete pads and pylon foundations, and provision of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		compensation storage for any loss of floodplain volumes due to construction of new pylons.				
9-5.88	Concern that the Project will impact flooding / drainage at Little Bromley (e.g. as the area already has a high water table), including locations at the following: Shop Road (including rear of Harlequin), Ardleigh Road, Grange Road (including junction of Ardleigh Road and Grange Road), and Barn Lane	The Project has been subject to a detailed Flood Risk Assessment (FRA) (document reference 7.9) that has appraised flood risk to and arising from the Project from a range of sources, including groundwater flood risk in areas where the water table is high, such as at Little Bromley. An initial drainage design has also been progressed that includes a range of measures to capture, store and attenuation rainfall runoff from the Project and its construction swathe. Drainage proposals are tailored to local conditions, accounting for example for topography, and groundwater conditions. The FRA has identified good practice and additional mitigation measures that would be needed to ensure that flood risk to existing communities and infrastructure is not increased. These measures are described in the Register of Environmental Commitments, part of the Outline Code of Construction Practice (CoCP) (document reference 7.2) and would be secured through the Development Consent Order (DCO).			X	
9-5.89	Concern that vibrations caused by heavy construction traffic as part of the Project will damage respondents Grade II Listed property (near Little Bromley) / Criticism that National Grid have not included respondent's property (near Little Bromley) on their list	A Construction Vibration Assessment has been conducted as part of the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) and submitted with the Development Consent Order (DCO) application.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Vibration from construction traffic has been scoped out of the assessment on the basis that vibration from traffic is caused by irregularities in the road surface (e.g. potholes). Where the road is well maintained significant levels of vibration would not be expected. The vibration assessment does, however, include consideration of construction activities which may generate material levels of vibration, such as piling and ground compaction. The assessment assumes relatively worst-case assumptions in order to identify potential vibration 'hot-spots' with regards to potential impacts on people within buildings (i.e. annoyance), as well as potential damage to buildings and structures. The level of vibration that is perceptible to people is significantly lower than that which would cause damage to buildings or structures. Vibration levels where there is a risk of damage to buildings and structures would only occur where vibratory works are in very close proximity; within 2 to 10 meters, depending on the activity. The assessment has taken a risk-based approach to potential damage to buildings and structures, identifying locations where there is even a slight risk of damage from vibration, based on the guidance of BS 5228-2:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'. A small number of locations have been identified where there is a non-zero risk of damage from construction				

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		vibration; all of which are due to potential compaction activities associated with highways upgrades and haul roads. The identified locations would require special consideration by the contractor to reduce and manage vibration levels to avoid significant adverse effects and potential damage. This would include consideration of alternative methods, such as non-vibratory techniques, pre- and post-works condition surveys, and monitoring of vibration levels during the works. Additionally, further to the assessment conducted as part of the ES, the contractor would undertake further detailed construction vibration assessments, as secured by the Code of Construction Practice (CoCP) (document reference 7.2) and Appendix F: Outline Noise and Vibration Management Plan (NVMP) found within the Outline Code of Construction Practice (CoCP) (document reference 7.2), based on their specific methodologies for each activity so that any additional risks can be identified and appropriate mitigation put in place. As such, where appropriate mitigation is put in place in the form of Best Practicable Means (BPM), significant adverse effects and potential damage to buildings or structures would not be expected at any location.				
9-5.90	Concern that Bentley Road, Little Bromley uses well water / Request for National Grid to confirm how this water will be affected by the Project	The Environmental Statement (ES) includes an assessment within Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3) and the Environmental			X	

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		Statement (ES) Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9). Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.3) identifies groundwater abstractions within 500 m of the Order Limits, including a number of abstractions within the area of Bentley Road. The risk assessment concludes that significant impacts on the private water supplies surrounding Bentley Road are considered to be unlikely. A number of additional commitments are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) to ensure water supplies are identified and protected, such as W04.				
9-5.91	Concern about damage to existing infrastructure in the Tendring area due to industrial activity required for the Project	National Grid is working and consulting with all third party statutory utility owners. Where required, appropriate mitigations would be agreed in order to negotiate such existing infrastructure. In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and visible and likewise as part of the consultation process we contact all third party utility providers in the area. This would be reviewed as the Project progresses through the Development Consent Order (DCO) application submission.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		An Outline Code of Construction Practice (CoCP) (document reference 7.2) and an Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) has been prepared and submitted with the DCO application. These documents provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase.				
9-5.92	Suggest that working hours for construction and haulage for the Project should be restricted near to residences in Langham (where the Project is within 100 metres of residential properties)	Should consent be granted in 2027, it is anticipated that construction of the Project would commence in 2027, likely starting with pre-commencement works, including site clearance activities, the installation of temporary construction compounds and access roads. It is expected the construction works would continue through to 2031 (four years) (with only demobilisation in 2031). It is assumed that the core working hours for construction (as set out within the requirement of the draft Development Consent Order (DCO) (document reference 3.1) would be: • Mondays to Fridays: 07:00–19:00 • Saturdays, Sundays, Bank Holidays and other public holidays: 07:00–17:00 No percussive piling works would take place outside of the hours of 07:00 – 19:00 Monday to Friday and 07:00 to 17:00 on Saturdays.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Unless otherwise agreed with the Local Highway Authority, no HGV deliveries would be made to site outside of the hours of 07:00 to 19:00 Monday to Friday and 07:00 to 17:00 on Saturdays. Work outside of the core working hours might be required in certain circumstances and would be carried out following consultation with the relevant Local Planning Authorities. An Outline Code of Construction Practice (CoCP) (document reference 7.2) and an Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) have been submitted with the application for development consent. These documents provide a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase.				
9-5.93	Concern that the access onto the B1070 from the A12 is narrow and unsuitable for the volume of construction traffic and private vehicles used by staff / workers travelling to the various Project sites in this area and off this junction	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles this included the use of the historic railway alignment and access through Notley Enterprise Park. These alternatives were discounted through assessment and identification of constraints. The consultation has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route	X		X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would act as a bypass for Holton St Mary during construction. National Grid has carefully considered any necessary works along the Primary Access Routes for construction as part of the Project proposals. Due to the junction arrangement, it is proposed that only the northbound side of Junction 31 of the A12 is used for construction access. Our preliminary designs include for upgrades to this junction as part of the Project works to improve the northbound acceleration lane. National Grid is consulting with National Highways to develop this proposal and are considering the opportunity for this improvement to be maintained as a permanent upgrade. Our vehicle tracking of the slip lane off the A12 to the junction of the B1070 has not indicated there is any concern with the road width, nor through our consultation with National Highways has it been raised as a concern. In addition, National Grid has undertaken an assessment of the potential effects of the Project on traffic and transport and recommends appropriate mitigation to reduce potential effects (see the Environmental Statement (ES), Chapter 16: Traffic and Transport (document reference 6.16) for further detail).				
9-5.94	Concern about impact of Project on respondent's access to their property (near Malting Farm Lane)	It is anticipated that roads would only be closed where this is required for safe working.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Where practicable and safe to do so, existing access to and from residential, commercial, community and agricultural land uses would be maintained throughout the construction period, or as agreed through landowner discussions.				
9-5.95	Concern that the B1070 falls below the safe working width for a two-way haul road because the road is only 5.5m in places (e.g. this falls below the safe working width for a two-way haul road)	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles and has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction. Through this process, National Grid has also considered alternative routes for this bypass, including the use of the historic railway alignment. These alternatives were discounted through assessment and identification of constraints and requirements.	X		X	X
9-5.96	Concern about structural damage to Hawain Public House (Grade II listed) caused by vibrations from construction vehicles	A Construction Vibration Assessment has been conducted as part of Environmental Statement (ES) which can be found within Chapter 14: Noise and Vibration (document reference 6.14) and submitted with the Development Consent Order (DCO) application. Vibration levels due to construction traffic are predicted to be below the level at which building damage, even cosmetic, may occur at this location. However, this location has been identified as being in close proximity	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to potential compaction works in relation to highways mitigation which has the potential to result in high vibration levels without mitigation. This would be reviewed by the contractor as part of the specific noise and vibration assessments and specific measures would be put in place to manage and reduce vibration levels. If a building was found to of sustained damage due to the construction works, National Grid would be liable to carry out repairs and/or compensate the property owner.				
9-5.97	Concern that the respondent's water and electricity supply passes through land impacted by the Project (which also impacts the respondents access driveway)	National Grid works and consults with all third party statutory utility owners as well as the local water and electricity companies. Where required, appropriate mitigations would be agreed in order to negotiate and avoid impacts to such existing infrastructure. Locating existing water and electricity supplies is important to us; you may have knowledge of supply locations which we would be grateful if you could share with us. Having this information allows us to reduce the effects on your property and our Project. If we interrupt or accidentally damage any water supplies or other services in the land, we would repair the damage and/or provide an adequate alternative as soon as reasonably practicable. National Grid and their contractors would make every effort to ensure that access to properties is minimally impacted by the works and would consult with and inform any residents that may be affected.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid has considered the respondent's feedback amongst other pieces and is proposing a change to the Project. The underground cable is now being routed to the west; however temporary access would still cross the driveway.				
9-5.98	Concern about site runoff being released along the suggested 'temporary' pipelines into a low point at the bottom of an old sand/gravel pit on Dewlands Farm, which is within the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	Site run off would be held in an attenuation pond before being released into the water course. This would allow solid contaminants to settle out. Where other contaminants are expected, further measures would be introduced to ensure that effluent released into water courses does not impact on water quality. These measures are highlighted in the Flood Risk Assessment (FRA) (document reference 7.9) and the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) submitted with the Development Consent Order (DCO) application. The discharge rate has been agreed with the Lead Local Flood Authority and relevant stakeholders, available data indicates a watercourse flowing out of the outfall location due west. National Grid has reviewed the drainage proposal in this area and has subsequently removed the northern drainage outfall. If flooding is a concern, an FRA has been undertaken and is part of the ES. The FRA will continue to be updated as the designs progress.			X	

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9-5.99	Concern about the impact of the Project on flooding at Stour Valley, and suggest that flood risk should be mitigated	National Grid has engaged with the Environment Agency as part of the Project development. All works in the River Stour flood plain would be subject to a Flood Risk Activity Permit, which would require agreement with the Environment Agency. The design includes measures to mitigate flood risk, including an allowance for additional laydown areas to the north and south of the flood plain (e.g.: for temporary soil storage). The design also includes space for drainage attenuation ponds, to control the rate of discharge of surface water from the works to a rate agreed with the relevant Lead Local Flood Authorities.			X	
9-5.100	Concern about the impact of the construction compound (materials storage) at the Sandpits Lane / B1070 junction with Bacon's Green on flooding	National Grid has identified appropriate drainage measures to control the rate of discharge of surface water from all temporary and permanent areas of hard surfacing created by the Project. The design includes for an infiltration basin adjacent to this compound. All drainage features have been sized to suit drainage design criteria agreed with the relevant Lead Local Flood Authorities (in this case, with Suffolk County Council).			X	
9-5.101	Suggestion that trenching and cabling designs in the Stour Valley area (including Stratford St Mary) need to ensure that they do not impede or divert flood waters away from their route to the sea	A Flood Risk Assessment (FRA) (document reference 7.9) has been undertaken, drawing on a range of data sources and informed by engagement with key flood risk management authorities. The FRA identifies the flood risk management and control measures that need to be put in place during construction and operation to	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		manage surface water runoff and prevent increases in flood risk from a range of sources. These measures would be integrated into the Project design at detailed design stage (e.g., runoff capture and attenuation features) and secured within the Outline Code of Construction Practice (CoCP) (document reference 7.2) which can be found within the Environmental Statement (ES) submitted with the Development Consent Order (DCO) application, and would be implemented by the appointed contractor(s), or through the use of Flood Risk Activity Permitting (FRAP) with the Environment Agency.				
9-5.102	Concern that Stratford St Mary forms a significant bottleneck for the River Stour and its floodplains / Concern that the underground cables as part of the Project are located in an area which has a significantly high flood risk factor and forms a significant flood relieving safety net for local communities	A Flood Risk Assessment (FRA) (document reference 7.9) has been undertaken, drawing on a range of data sources and informed by engagement with key flood risk management authorities. The FRA identifies the flood risk management and control measures that need to be put in place during construction and operation to manage surface water runoff and prevent increases in flood risk from a range of sources. These measures would be integrated into the Project design at detailed design stage (e.g., runoff capture and attenuation features) and secured within the Outline Code of Construction Practice (CoCP) (document reference 7.2) which can be found within the Environmental Statement (ES) submitted with the Development Consent Order (DCO) application, and would be implemented by the appointed contractor(s), or through the use of Flood Risk Activity Permitting (FRAP) with the Environment Agency.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.103	Concern that the trench and cables in Stratford St Mary will have to be left open for 3 years whilst the rest of the installation is completed so that it can all be tested prior to back filling. During this time there will be multiple flood weeks and days when the cables, equipment and excavation will be underwater and open to damage. Concern that during these 3 years there is also a considerable risk that the trench, cables and spoil will divert the water flow across the fields and cause additional flooding	Trenches would be opened to allow for installation of ducts and structural surrounds. The majority of the trenches would be open for two to three months, depending on the construction schedule, and in most cases would be closed much sooner. The spoil removed from the excavations would be used to backfill over the cables and as such any bunding created by the spoil heaps would be in place for the same amount of time as the excavation. In certain locations (e.g., at joint bays and complex third party asset crossings) they may need to be open for longer, but for these isolated cases mitigation measures would be put in place to prevent flooding of the excavation and surrounding areas. A Flood Risk Assessment (FRA) (document reference 7.9) has been undertaken and is part of the Environmental Statement (ES) submitted with the Development Consent Order (DCO) application. The FRA would continue to be updated as the designs progress, through the use of Flood Risk Activity Permitting (FRAP) with the Environment Agency.	X			
9-5.104	Concern that the Project will impact drainage and water supply to / from property (location not provided)	Should consent be granted for the Project, drainage surveys would be carried out in advance of construction works and would include on-site assessments and engagement with affected landowners. Existing drainage would be avoided where reasonably practicable. Where it cannot be avoided, it would be rerouted, or temporary drainage would be installed for the construction period.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Environmental Impact Assessment (EIA) includes an assessment within Chapter 9: Contaminated Land, Geology and Hydrogeology of the Environmental Statement (ES) (document reference 6.9), which identifies any potential impacts, including to groundwater abstractions, and introduce any mitigation to safeguard existing drinking water supplies (both with regard to quantity and quality), as required. Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the project ahead of construction starting on site, please raise this at any meeting with the National Grid Lands Team who will keep a record and pass on any information.				
9-5.105	Concern that respondent's field will be dissected by the Project's new road / Suggest that the Project's new road is relocated along the edge of the field (e.g. as shown by Route E in plan provided by respondent)	National Grid notes the respondent's feedback and has reviewed the alternatives suggested. One suggestion to follow the eastern field boundary and the other to follow the northern field boundary adjacent to the properties within Little Bromley. Whilst potentially a reasonable option for very occasional AIL movements the potential for this to be used for construction HGV movements until the substation haul road becomes available raises the level of environmental effect for residential occupants meaning this is considered less preferred. National Grid recognises that decision making is influenced to an extent by factors that are as yet uncertain, such as			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		potential use by construction HGVs which depends on when North Falls or Five Estuaries commence their works. Whilst still to be confirmed National Grid is aware of some calls from Local Planning Authorities involved with the windfarm Development Consent Orders (North Falls and Five Estuaries) for restrictions to be imposed to prevent wind farm construction before the Project is consented and free from judicial review risk. This increases the likelihood that the AIL route will be carrying construction HGVs. On this basis we propose to make no change at this stage to the route presented at the 2025 targeted consultations but we will continue to engage with the landowner(s) (as information continues to emerge) to either take forward the arrangements as proposed or, subject to necessary permissions being secured, may adopt one of the alternatives.				
9-5.106	Concern that the Project's new road crosses and is aligned with the underground drinking water supply pipe for both Hall Farm House and Little Bromley Hall (shown between C and D on map provided by respondent) / This needs to be maintained or relocated as it is the primary drinking water supply	National Grid notes the respondent's feedback. We would undertake the construction work in accordance with industry best practice for the identification of drainage and services. We would protect and/or divert any services identified during the works. Any land drainage would be appropriately diverted during the works and reinstated subsequently to maintain the existing system. Specific to drinking water supply systems the following commitment is secured through inclusion in the Outline Code of Construction Practice (CoCP) (document reference 7.2) – W04: Where the installation works have been shown to affect a private			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		water supply, an alternative water supply will be provided, as appropriate. Landowners were encouraged during the pre-submission engagement to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the project ahead of construction starting on site. Engagement is still ongoing with landowners.				
9-5.107	Concern that respondent's field will be dissected by the Project's new road, which have a network of land drains and ditches in order to maintain drainage and the road dissects many of these / Remedial drainage will need to be installed prior to any works to prevent flooding	National Grid notes the respondent's feedback. We will undertake the construction work in accordance with industry best practice for the identification of drainage and services. Services identified would be appropriately protected and/or diverted for the works. Any land drainage identified would be appropriately diverted for the works and reinstated subsequently to maintain the existing system. Commitment AS05 within the Outline Code of Construction Practice (CoCP) (document reference 7.2) is specific to maintaining the integrity of existing land drainage systems, committing to design of a scheme of pre-construction land drainage, with the intent of maintaining the efficiency of the existing known land drainage systems. Landowners were encouraged during the pre-submission engagement to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project ahead of construction starting on site. Engagement is still ongoing with landowners.				
9-5.108	Suggest that alternative traffic management measures are used within areas in and around the National Landscape (e.g. reduced speed limits / traffic lights) to reduce loss of hedges and trees need for access road visibility splays	National Grid has been working with the local highway authorities and National Highways as we developed our access proposals for the Project. Vegetation clearance has been limited by reducing visibility splays where possible, to keep within the highway boundary. Where this has not been possible due to protected trees and/or hedges, alternative mitigation measures have been proposed such as temporary traffic lights, banksmen, and temporary reduction in speed limits. These are detailed in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application.			X	
9-5.109	Concern that the location of the Project's new road will block access to respondents field / Request that access to respondent's field is maintained over the roadway or another access is provided (locations C and D within plan provided by respondent)	National Grid notes the respondent's feedback and has reviewed the alternatives suggested. One suggestion to follow the eastern field boundary and the other to follow the northern field boundary adjacent to the properties within Little Bromley. Whilst potentially a reasonable option for very occasional AIL movements the potential for this to be used for construction HGV movements until the substation haul road becomes available raises the level of environmental effect for residential occupants meaning this is considered less preferred. National Grid recognises that decision making is influenced to an			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		extent by factors that are as yet uncertain, such as potential use by construction HGVs which depends on when North Falls or Five Estuaries commence their works. Whilst still to be confirmed National Grid is aware of some calls from Local Planning Authorities involved with the windfarm Development Consent Orders (North Falls and Five Estuaries) for restrictions to be imposed to prevent wind farm construction before the Project is consented and free from judicial review risk. This increases the likelihood that the AIL route will be carrying construction HGVs. On this basis we propose to make no change at this stage to the route presented at the 2025 targeted consultations but we will continue to engage with the landowner(s) (as information continues to emerge) to either take forward the arrangements as proposed or, subject to necessary permissions being secured, may adopt one of the alternatives. Access would be agreed with the landowner should consent be granted. The contractor would be required to maintain access to the fields maintained throughout construction rather than causing more disruption by creating new entrances in field boundaries. Any deviation from this strategy would be agreed with the landowner.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
9-5.110	Comment supportive of engagement that has taken place / feel listened to	National Grid notes the respondent's feedback.			X	
9-5.111	Comment supportive of the Project in this section	National Grid notes the respondent's feedback.			X	
9-5.112	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	X		X	
9-5.113	Criticism that no consultation events have been held in Ardleigh for the statutory or non-statutory consultations / Suggest that a consultation event should be held in Ardleigh (e.g. at the village hall)	National Grid carefully assessed event venues for the non-statutory and statutory consultations, and specifically looked at venues that were easily accessible, were available, were close to the route and potentially affected communities and were of a suitable size for the display of materials, high footfall and had breakout space for private meetings and staff welfare. Ardleigh was considered, but published its maximum public capacity of 100, which was not considered large enough for staff, the public and the materials available. Instead, alternative venues were found as close to these locations as possible. This included an event approximately three miles from Ardleigh at Langham Community Centre and a Saturday event at Lawford Venue Centre, also approximately three miles from Ardleigh, for those not able to attend during the week. The venues were shared with local planning authorities ahead of statutory consultation.	X		X	
9-5.114	Request for further clarity on why it is not physically possible for the return leg from the East Anglia	Decision making around the connection arrangements has been reviewed in response to feedback and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Connection Node (EACN) substation to use underground cables due to constrictions in crossing the railway line	additional information. In respect of the railway crossing National Grid remains of the view that there is insufficient space for certain trenchless techniques to be deployed for cable to be utilised for both connections. However, there are other techniques but to have certainty over delivery we consider this would need to comprise three tunnels installed by pipejack techniques and may require buildings to each end to provide necessary ventilation. There are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as an area between the railway and the East Anglia Connection Node (EACN) substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable for both connections to the EACN substation to be preferred.				
9-5.115	Criticism that the Colne Valley has not been given the same consideration as the Waveney Valley with respect to the use of underground cables proposed for the Waveney Valley Alternative (e.g. the rationale set out in paragraph 5.4.51 of the Design Development Report for the underground alternative in the Waveney Valley would also apply to the Colne Valley)	National Grid considers each location on its individual merits. In the case of the Waveney Valley, we have concluded that through a combination of challenges to the success of trenchless crossing techniques, the cost of the underground cable based solution and the effects arising from an amended 400 kV overhead line that an entirely overhead line with standard lattice pylons is the preferred solution. Similarly, we considered the merits of adopting a cable section for the Colne Valley crossing but concluded that on the basis it is both outside and not within the setting of a National Landscape the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		presumption in National Policy Statement (NPS) EN-5 to utilise underground cables in such designated landscapes is not engaged. We also considered whether the level of effects more generally justified, as per NPS EN-5 para 9.2.23, the different effects and costs of the use of cable and concluded that overhead line remained the preferred connection technology.				
9-5.116	Criticism that National Grid has justified the location of the East Anglia Connection Node (EACN) at Ardleigh using the windfarms and Tarchon Interconnector as a reason (e.g. given that National Grid chose the location of these projects' connection point to the grid; given that Tarchon was only planned after the location of the EACN had been advertised)	National Grid has previously considered several alternative sites for the East Anglia Connection Node (EACN) substation during the initial siting work as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS). It was also considered in response to feedback as set out in the Design Development Reports published in 2023 and 2024 where we considered an alternative site to the west of the A12. The decision making about siting balances the environmental effects, technical consideration and cost arising from the substation and the connections to it for both National Grid and North Falls and Five Estuaries wind farms and the Tarchon project. We continue to consider the EACN substation as proposed to be the preferred location. However National Grid must take account of future flexibility and the potential for additional connections into the EACN substation wherever it is located. A third customer has now been confirmed and there is still the need to preserve future flexibility. We therefore consider the siting of the EACN substation to have been			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		developed appropriately and to remain valid. On this basis no change is proposed.				
9-5.117	Criticism that National Grid has not provided details on what will happen to the existing 25 m UK Power Networks (UKPN) 128 kV line, and concern that this will restrict the area where National Grid has proposed putting the site for the East Anglia Connection Node (EACN) substation at Ardleigh	We have considered this feedback in combination with emerging assessment findings. The East Anglia Connection Node (EACN) substation siting was undertaken from the perspective of establishing the most economic and efficient means of meeting the need for network reinforcement and connecting additional customers. This was set out in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) and has been reviewed in subsequent 2023 and 2024 Design Development Reports (on the Project website) and the 2024 Strategic Option Backcheck and Review (available on the Project website) and the 2025 Strategic Option Backcheck and Review (document reference 7.17). Section 245 (Protected Landscapes) of the Levelling-up and Regeneration Act 2023 (LURA) places a duty on 'relevant authorities', which in this context includes National Grid as a statutory undertaker, to seek to further the statutory purposes of protected landscapes (referred to as the 'seek to further' duty). In relation to National Landscapes (which includes the Dedham Vale National Landscape), this requirement has been incorporated into Section 85 of the Countryside and Rights of Way (CRoW) Act, which states: *'In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty'. The approach National Grid is taking to meet the 'seek to further' duty in relation to the Project has been detailed in National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10). The document details how the National Landscape and 'seek to further' duty has been taken into consideration during Project development and highlights potential further measures. The overall approach has been, and continues to be, discussed with relevant stakeholders (which includes but is not limited to the Dedham Vale National Landscape and Stour Valley Partnership) and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes' (Defra, 2024). It is intended the finalised measures would be secured by an appropriate mechanism as part pursuant to the Development Consent Order (DCO) process. As part of the package National Grid is proposing the preparation of an initial feasibility study to assess the potential feasibility for the PJ Line removal in the longer term. The PJ Line is an existing 132 kV overhead line between Bramford and Lawford. This work would be limited to a feasibility exercise and any steps beyond that regarding potential removal would be for future consideration with relevant stakeholders entirely outside				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of the Project and Development Consent Order (DCO). Further detail is available in National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10).				
9-5.118	Criticism that visual simulations presented at consultation events did not show the true number of pylons that will be visible from the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) due to the short cutoff used (1.5km) (e.g. the visualisations showed no pylons, but the true number could be up to 60 pylons)	The 3D Visualisation tool allowed for existing pylons to be viewed from within 2.5 km either side of the alignment.			X	
9-5.119	Criticism that the Colne Valley has not been given the same consideration as the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) and the Stour Valley	The Dedham Vale is subject to a national landscape designation and therefore engages certain aspects of National Policy Statement (NPS) EN-5 which do not apply to areas that are not subject to such national landscape designations. The Colne Valley is not a nationally designated landscape so would be expected to be treated differently from areas that are designated. We have considered locations outside nationally designated landscapes against other aspects of NPS EN-5 and whether there is justification for the effects and additional costs associated with the use of underground cable. In this case the effects at the Colne Valley are not considered to provide that justification. The effects of the Project are assessed and presented in the			X	

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		Environmental Statement (ES), and this has identified any need for additional mitigation.				
9-5.120	Criticism that National Grid has not considered Tendring District Council's Planning Policy (including its local plan)	National Grid notes this comment. Whilst the Project will be considered against the policy context contained in National Policy Statements EN-1 and EN-5, consideration has been given to the Adopted Tendring Local Plan, emerging Tendring Colchester Boarders Garden Community Plan and relevant Neighbourhood Plans, particularly where they contain policies that may be a material consideration in the determination of applications for development consent. Further details are presented in the Planning Statement (document reference 5.6) and Policy Compliance Document (document reference 5.7) which has been submitted with the Development Consent Order (DCO) application.	X		X	
9-5.121	Request that it is set out in the Construction Management Plan that working hours for the Project are 7am to 7pm, and that security lighting will be motion activated	As stated in Chapter 4: Project Description (document reference 6.4) of the Environmental Statement (ES), it is assumed that the core working hours for construction (as set out within a Requirement of the Draft Development Consent Order (DCO) (document reference 3.1) would be: Mondays to Fridays: 07:00 –19:00 Saturdays, Sundays, and Bank Holidays: 07:00 –17:00 Proposed construction lighting for the Project is also detailed in ES Chapter 4: Project Description (document reference 6.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). All lighting			X	

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		would be designed in accordance with the appropriate design standards. Construction lighting would be of the lowest luminosity to safely perform each task and include motion sensors or switched off when not in use where it is safe and efficient to do so.				
9-5.122	Criticism that the routing of the Project has been dictated by the illogical siting of the East Anglia Connection Node (EACN) / Criticism that National Grid has not reconsidered the siting of the EACN	The justification for the siting of the East Anglia Connection Node (EACN) substation was initially set out in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) including details of alternative sites considered and the reasons for the selection of the EACN substation location. The subsequent 2023 and 2024 Design Development Reports (available on the Project website) and 2025 Design Development Report (document reference 5.15) have carefully considered other locations raised in feedback which include alternatives to the west of the A12 and at Bradwell amongst other suggestions. The reports have set out the basis for our view that the preferred location for the EACN substation remains the site to the east of Ardleigh taking into account the costs and effects associated with connections to and from it to the National Transmission System and connections from customers when considered in the context of National Grid's duties and the relevant policies.	X		X	
9-5.123	Criticism that National Grid has not considered the West Bergholt Neighbourhood Plan	National Grid notes this comment. Whilst the Project will be considered against the policy context contained in National Policy Statements EN-1 and EN-5,	X			

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		consideration has been given to the Adopted West Bergholt Neighbourhood Plan (August 2019). Further details are presented in the Planning Statement (document reference 5.6) and Policy Compliance Document (document reference 5.7).				
9-5.124	Criticism that National Grid has not considered Colchester Borough Council's countryside environment policies including section 14.3.7 which refers to ten local wildlife sites which are protected within the local planning system	Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES) considers the potential impacts during the construction and operation of the Project on biodiversity (including local wildlife sites designated by Colchester Borough Council) and presents committed measures to avoid or mitigate impacts. Further details on mitigation measures are set out within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and Outline Code of Construction Practice (CoCP) (document reference 7.2). Further detail of compliance with these planning policies is set out in the Planning Statement (document reference 5.6) and Policy Compliance Document (document reference 5.7)	X			
9-5.125	Criticism that Little Wenham has not been given the same consideration as the Waveney Valley despite its historic significance (e.g. it has the most heritage buildings along the Project)	All historic assets have been considered on a case by case basis. With the Project at around 1.4 km separation from Little Wenham, the effects are judged to be at a level that is not inconsistent with policy. (National Planning Policy Framework, Overarching National Policy Statement (NPS) for Energy EN-1 and NPS EN-5). On this basis there is no policy based justification that a			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		change to route or technology is required. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation. We have also engaged with Historic England and not been advised of a perceived need for further mitigation from their perspective.				
9-5.126	Criticism that the Project between Pylons TB35 and TB45 falls under Section 106 of the Town and Country Planning Act and therefore there is the need for a Section 106 agreement, and this need should be discussed between the developer of the Project and the planning officer assigned to the development and said discussions should have taken place prior to the planning application having been submitted	National Grid notes this comment. Section 106 Agreements are legal agreements between a determining authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. A review of planning applications between TB35 and TB45 has failed to identify any extant planning consents which are subject to Section 106 Agreements. Discussions on the need for a Section 106 Agreement have been undertaken with the host local authorities where the need for such an agreement has been identified. No discussions have taken place between National Grid and Colchester City Council with regard to the need for a Section106 Agreement.	X			
9-5.127	Criticism that there has not been enough consultation on the East Anglian Connection Node (EACN), and suggest further consultation is	The East Anglia Connection Node (EACN) substation is a proposed new substation on the Tendring Peninsula near Ardleigh. This has been included in National Grid's proposals at the non-statutory consultations in 2022 and	X			

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	undertaken for the East Anglian Connection Node (EACN)	2023 and the statutory consultation. At all stages of consultation, we welcomed feedback on all aspects of our proposals, including the EACN substation. The information on our development of proposals for the substation is available in our Corridor Preliminary Routing and Siting Study (CPRSS) which is available on the Project website. We believe that this is an adequate level to let people leave feedback on our proposals.				
9-5.128	Criticism that National Grid suggested relocating respondent's business during construction works for the Project (e.g. lack of understanding of this type of business, given that there are no suitable alternative sites in the area such as for replacement grazing and/or hacking, and this would not allow for 24/7 presence on the site)	National Grid acknowledges that landowner's businesses may be affected by the Project during construction and would where possible seek to agree/put in place mitigation to lessen any effects. Where mitigation cannot be used or does not fully address the effects, National Grid would compensate landowners in line with the Compensation Code.			X	
9-5.129	Criticism of National Grid's response to feedback provided in the 2023 Consultation regarding the visibility of the Cable Sealing End (CSE) compound at Little Horkesley and consequent damage to the Dedham Vale (being 1.3 km distant), and criticism of National Grid's visual simulations to show the view from Wormingford (e.g. it is trivial to produce another view from Crabtree Lane in which the CSE compound negatively impacts the view of the Vale)	National Grid notes the respondent's feedback but also notes that it is the level of effects that are taken into consideration in siting decision making, not the fact of whether infrastructure is or is not visible. The infrastructure may be visible but if this does not lead to a level of effect that, in policy terms, engages parts of policy that would lead to a need for change, then there is no basis for the location of the infrastructure to be changed. In this case the effects on residential views, listed buildings, and the National Landscape amongst other factors do not justify the effects and additional			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		costs from a change in Cable Sealing End (CSE) compound location. The Environmental Impact Assessment (EIA) has assessed the impact of the Project and identified any need for additional mitigation. The EIA is presented in the Environmental Statement (document reference Volume 6: Environmental Statement) which has been submitted as part of the Development Consent Order (DCO) application. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA. The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). The LVIA has been produced by Chartered Landscape Architects, based on findings of desk top research and backed up by numerous site visits as outlined within the methodology. The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, including those close to Little Horkesley in Section D. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). A selection of landscape and visual viewpoints have been used to produce technical visualisations to support the LVIA and assist stakeholders and ultimately the Planning Inspectorate to understand the likely effects of the Project on landscape character and on views from specific points. This includes Viewpoint 4.04: Public Rights of Way (PRoW) off Crabtree Lane in Figure 13.7:				

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		Visual Receptors and Viewpoints (document reference 6.13.F7), which illustrates how the Project would appear in views from the landscape to the south-east of Little Horkesley. It is intended to capture how the CSE compound and overhead line (TB35 and TB36 onwards) would appear in this area. Viewpoint 4.07: School Road / Stour Valley Path, west of Little Horkesley in Figure 13.7: Visual Receptors and Viewpoints (document reference 6.13.F7), which illustrates how the Project would appear in views from the landscape to the west of Little Horkesley. It is intended to capture how the CSE compound and overhead line (TB35 and TB36 onwards) would appear in this area from views within the Dedham Vale National Landscape. Viewpoint 4.34 Crab Tree Lane, north of West Bergholt in Figure 13.7: Visual Receptors and Viewpoints (document reference 6.13.F7) is intended to illustrate how the Project would appear in views from the landscape to the north of West Bergholt, capturing how the CSE compound and overhead line (TB35 and TB36 onwards) would appear in this area in views towards the Dedham Vale National Landscape near Little Horkesley. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. Further visual assessment work relating to this area can be found in Visual Receptor Area (VRA) D2 Little				

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		Horkesley and Wormingford, which can be found in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3).				
9-5.130	Criticism that National Grid has not considered the Marks Tey Neighbourhood Plan 2020 to 2033 (e.g. MT06, MT01, MT08)	The Marks Tey Neighbourhood Plan was adopted in April 2022 and forms part of the statutory development plan for Colchester. The Neighbourhood Plan and relevant policies are considered within the Planning Statement (document reference 5.6) and Policy Compliance Document (document reference 5.7).	X		X	
9-5.131	Request further consultation and cooperation with Raydon Wings Aerodrome, with this ongoing throughout construction to mitigate the impact of the Project	National Grid has appointed an independent aviation consultancy who has engaged (with National Grid also present) with the operator of Raydon Wings Aerodrome. Our specialists have assessed that, whilst the overhead line represents a new obstacle in the vicinity of the aerodrome, it can continue to operate, although minor changes to operational procedures may be undertaken by the operator. We will continue to consult with them to confirm the acceptability of proposed mitigations and to manage temporary works to install underground cables, minimising disruption to aerodrome operations where possible. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.132	Criticism that the Project contradicts the Countryside and Rights of Way Act 2000, which protects National Landscapes	Section 245 (Protected Landscapes) of the Levelling-up and Regeneration Act 2023 (LURA) places a duty on relevant authorities, which in this context includes National Grid as a statutory undertaker, to seek to further the statutory purposes of protected landscapes (referred to as the 'seek to further' duty). In relation to National Landscapes, this requirement has been incorporated into Section 85 of the Countryside and Rights of Way (CRoW) Act, which states: '*In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty*'. The approach National Grid is taking to meet the 'seek to further' duty in relation to the Project has been detailed in National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10). The document details how the 'seek to further' duty has been taken into consideration during Project development and highlights potential further measures. The overall approach has been, and continues to be, discussed with relevant stakeholders and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes' (Defra, 2024), as well as the	X			

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		principles outlined in the current and draft Dedham Vale National Landscape and Stour Valley Management Plans.				
9-5.133	Criticism that National Grid has breached a signed access agreement as respondent has not yet received a final report following the walkover archaeological study (which collected and recorded significant Roman clay tiles close to the compound location) at the proposed location for Pylons TB36 and TB37	If a landowner has concerns over a survey licence agreement or feel that they have not been provided with required information they should contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.			X	
9-5.134	Criticism of the Preliminary Environmental Information Report (PEIR) in relation to Langham Hall Estate, including the following: - Criticism that Table A13.1.10 of the PEIR concludes that impact on trees and hedgerows is "not significant" at Langham Hall Estate (e.g. as loss of trees is permanent and impact cannot be remedied in future), and that the PEIR does not explain how National Grid has undertaken its assessment or identify the criteria upon which it has reached its conclusion; - Criticism that Table A13.1.6 contradicts 13.8.9 and 13.8.24 in this locality, and that the conclusion is not robust given the impact of the Project on the	National Grid notes the respondent's feedback. Although an underground route was previously proposed at this location and assessed in the Preliminary Environmental Information Report (PEIR), following feedback received at statutory consultation, we are proposing a change to the underground cable alignment at this location which would move the alignment to the west and therefore avoid Langham Hall Estate. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape. The approach to the LVIA follows			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	National Landscape and environment; - Criticism that the Design Development report paragraph 5.4.116 is inconsistent with the 180m easement free of any vegetation except grass and a 21m wide haul road corridor (with 8m haul road) as referenced at paragraph 4.8.48 of the PEIR Main Text, running adjacent to the underground cable corridor (paragraph 4.8.46); Criticism there is no mention in the PEIR of the historic entrance to Langham Hall Estate lined with mature lime trees, or the proximity of the proposed haul road to the Estate entrance or how the proposals would fundamentally change the approach to Grade I Listed St Mary's church at the same time as blocking off the only entrance to Glebe Farm; - Criticism of the landscape assessment and the heritage assessment; - Criticism of information provided on flooding (e.g. high level screening exercise only which identifies possible sources of flooding during construction, operation and maintenance of the Project without demonstrating how flood risks will be managed)	professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (application document reference 6.13.A1). This sets out the justification for the Study Area used for the assessment which has been determined by the nature and scale of the Project and the nature of the surrounding area and considers the landscape and/ or views that the Project may influence in a significant manner. On the Design Development Report (DDR) point, there may have been a misunderstanding as the DDR reference is to a potential linear length of trenchless crossing whereas the PEIR reference relates to a width across the of corridor. These documents are therefore not inconsistent, and no change is proposed. The LVIA is presented in ES Chapter 13: Landscape and Visual (application document reference 6.13) and is supported by ES Appendix 13.5: National Landscape Assessment Study (Annex A: Dedham Vale National Landscape Setting Study) (application document 6.13.A5) which considers impacts on the National Landscape and its special qualities. Detailed information on how flood risk would be managed during construction and operation of the Project is provided in the Flood Risk Assessment (document reference 7.9) that has been prepared. The flood risk management measures are secured through the Outline Code of Construction Practice (CoCP))				

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		(document reference 7.2) and the Environmental Commitments Register. Following on from the PEIR, the impacts of the Project on the historic environment have been assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considered the potential impact, of all elements of the design, on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. Both Langham Hall (The Hall) and St. Mary's Church were assessed as having a minor adverse significance of effect (not significant) during the construction phase and no change during operation.				
9-5.135	Concern about the impact of the Project on flooding / impact of flood risk on the Project at Langham Hall Estate and the area in the north of the Estate, including in the area identified as the entry/exit point for the trenchless crossing (Horizontal Directional Drilling (HDD) element) of the River Stour north from the Estate's northern boundary with the river. Likewise, concern about location of the proposed river crossing for the Project as it goes right through the extraction point for irrigation of the farm at Langham Hall Estate and suggest that National Grid should engage with Anglian Water on this. With this, request for further information on flood risk in respect	The Project design has evolved to move its alignment west, avoiding Langham Hall Estate and land to the north. The impact of the Project on flood risk associated with the River Stour is appraised within the Flood Risk Assessment (FRA) (document reference 7.9) that has been prepared. The FRA includes details of the flood risk management and mitigation measures that would be adopted during the Projects construction and operation to ensure the resilience of the Project and to prevent off site increases in flood risk. At the Stour crossing details of flood conditions have been collected from the Environment Agency flood model and this data would be used to inform programme and management of the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	of the Estate both in terms of the ability of National Grid to install infrastructure in the manner proposed, the effect of that infrastructure on flood risk for the Estate in the longer term and specific details of how flood risk has been assessed and the proposals developed where the Project passes through the Estate	River Stour Horizontal Directional Drilling (HDD) crossing construction. Where the Project interacts with existing land drainage and irrigation systems, there is a commitment within the Outline Code of Construction Practice (CoCP) (document reference 7.2) to provide suitable alternative provision in agreement with landowners/tenants. The crossing of the River Stour is constrained by various existing features and conditions. This includes a gas main to the east of the corridor, a Source Protection Zone 1 to the west of the corridor and various waterbodies and meanders in the River Stour between the two proposed corridors. These constraints mean that there is not sufficient width in either corridor for a typical Horizontal Directional Drilling (HDD) installation of the proposed underground cables. The design includes measures to mitigate flood risk, including an allowance for additional laydown areas to the north and south of the flood plain (e.g.: for temporary soil storage). The design also includes space for drainage attenuation ponds, to control the rate of discharge of surface water from the works to a rate agreed with the relevant Lead Local Flood Authorities. Crossing of underground utilities (both public and private) is normal practice for underground cable installation. Underground cable installation can normally be conducted without compromise to existing utilities. Detailed site investigations will be undertaken prior to construction to determine the location and nature of existing utilities.				

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9-5.136	In the course of the 2023 consultation, National Grid had themselves suggested an alternate site for the western Cable Sealing End (CSE) compound near to Pylon TB40 (now closer to Pylons TB41/TB42) instead of the currently planned location atop the ridge of the Great Horkesley Plateau. Community responses argued that such location would be much better (i) eliminating impact upon the Dedham Vale due to topology – the site is some 16m below the ridge and offers potential through small adjustments to select a site more than 30m beneath the ridge, (ii) eliminating the 'gateway' effect across the B1508, (iii) eliminating impact to the cluster of Listed Buildings impacted by the proposed site. Community responses also highlighted that underground cables would allow a more direct shorter route, which would have been impossible with pylons, removing some 700m from the path. National Grid responded that: "we concluded that the effects reported to drive a request for change did not, in the context of national policy of National Grid's statutory duties, justify the higher cost of additional underground cables to bill paying consumers" (Table 2.2 Ref 4.5.45 Non-Statutory Consultation Feedback Report) and "…. Moving the location of the western CSE compound further to the south to reduce residential amenity effect to a number of residential properties and to reduce effects on the [Dedham Vale National Landscape	National Grid appreciates that different respondents may have different interpretations of policy but has developed the Project based on its interpretation which is set out in the Planning Statement (document reference 5.6). In respect of the specific points made National Grid notes that: i) its own assessment bearing in mind constraint and engineering considerations is that the height change suggested are not achievable; ii) & iii) the perception of a gateway effect is not considered to be a compelling driver for change but along with heritage effects forms part of the considerations by technical specialists in judging the potential benefits of change as part of the decision making process; iv) it cannot just be assumed that a direct line can be taken, in this case National Grid considered an appropriate route and this did not achieve the stated reduction.			X	

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	(previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)]. Whilst acknowledging the reduction in effects from such a change, it is noted that the change would transfer effects to other residential properties. It is also considered that any effects on the AONB in the terms established in NPS EN-5 section 2.9 do not occur at a level that would be considered to meet a threshold justifying the effects and additional cost of additional 800m of underground cable." (5.4.134 Design Development Report). There are four significant problems with this response: (i) whereas National Grid acknowledges impacts to the Dedham Vale and that rerouting would eliminate these it determines that the impacts are acceptable. However, the National Policy Statement for Energy NPS-EN5 makes it clear that even residual impacts to the National Landscape are unacceptable and that rerouting should occur in order to avoid impact or else undergrounding must be used to eliminate (ii) whereas National Grid argues cost as a reason to accept the damage, in the terms of NPS-EN5 section 2.9 the cost is not a relevant argument when considering reduction of impact to the National Landscape (iii) National Grid wrongly states that the increase in cable length would be in the order of 800m and presumably base their cost arguments on this, ignoring the potential to reduce length of cable by approximately 700m					

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	through use of a more direct underground route, any estimate of cost is therefore wrong (iv) whereas National Grid argues that impact would be transferred to other residential properties this is untrue: those properties are already impacted by a similar angle-tower in the current designs and the proposed change would represent a significant reduction in impact to Listed Buildings					
9-5.137	Criticism that the Project is contrary to the requirements of the Colchester and the Babergh and Mid Suffolk Joint Local Plan in respect of the Dedham Vale	National Grid notes this feedback. While the application for development consent will be considered by the Secretary of State primarily against the policies in the relevant National Policy Statement (NPS) EN-1 and EN-5, the Secretary of State must also take Development Plans into consideration if they are *'both important and relevant to the Secretary of State's decision'* (Section 104 of the Planning Act 2008). Accordingly, National Grid has taken into consideration the relevant development plans (both adopted and emerging) which have been prepared by all of the relevant local planning authorities along the route of the Project. Further details are provided in the Planning Statement (document reference 5.6) and Policy Compliance Document (document reference 5.7) which has been submitted as part of the Development Consent Order (DCO) application.			X	
9-5.138	Criticism that whilst National Grid has already determined that the Stour Valley Project is deserving	National Grid has made decisions within the policy of the National Policy Statement (NPS) EN-1 and EN-5 that			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	of protection (set out in the 2022 Corridor Preliminary Routeing and Substation Siting Study (CPRSS)), National Grid is not affording the same protection to the Colne Valley (due to working from a now outdated version of the National Policy Statement for Energy NPS-EN5 in force at that time)	were enacted in early 2024. The River Stour crossing is within an area that is nationally designated (so there is a presumption in favour of using underground cable) whereas the Colne Valley is not designated in terms that directly engage NPS EN-5. Following the feedback and after further consideration, we do not consider that the other tests in NPS EN-1 and EN-5 are engaged. Even if they were engaged the level of effect is expected, or if engaged are not met.				
9-5.139	Criticism that National Grid did not visit or complete / request surveys at respondent's property on Gun Hill (address provided by respondent) (e.g. due to being outside of the Draft Order Limits for the Project)	The scope and methodologies adopted to undertake surveys (including the area needed to be surveyed for each habitat/species) for the Project have been agreed with stakeholders including Local Planning Authorities (LPAs) and Natural England (NE). Many survey areas are not required to extend beyond the order limits. The results of the surveys undertaken for the Project are outlined within the Appendices of the respective topic chapters of the Environmental Statement (ES) (document reference: Volume 6: Environmental Statement).			X	
9-5.140	Concern that National Grid has not complied with their legal duties outlined in the Nationally Significant Infrastructure Projects Advice Note with respect to the cumulative impact on Ardleigh	Chapter 17: Cumulative Effects (document reference 6.17) of the Environmental Statement (ES) has been prepared in accordance with the EIA Scoping Report (document reference 6.19) and EIA Scoping Opinion (document reference 6.20) and the 'Planning Inspectorate Advice Note: Nationally Significant			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Infrastructure Projects: Cumulative Effects Assessment' (September 2024). In line with this Advice Note, the Project has identified suitable Zones of Influence for each environmental aspect considered within the ES. Ardleigh falls within Zones of Influence and has therefore been assessed within the Cumulative Effects Assessment.				
9-5.141	Criticism that National Grid has not considered local plan policies in Colchester and Babergh and Mid Suffolk	National Grid notes this comment. It is important to note that National Policy Statement (NPS) EN-5, taken together with the overarching NPS for energy (EN-1), provides the primary basis for decisions taken by the Planning Inspectorate on applications for development consent it receives for Nationally Significant Infrastructure Projects (NSIPs) for electricity networks infrastructure. The adopted local plans of the local authorities along the route of the Project have been taken into consideration. This is reported on in the Planning Statement (document reference 5.6) and Policy Compliance Document (document reference 5.7).			X	
9-5.142	Criticism that there was not a trenching / drilling expert at the consultation event in Lawford (e.g. despite being one of the closest events to the National Landscape)	Our public information events were attended by a range of our senior Project team, including representatives from the lands, engineering, and environmental teams. If any members of the public felt their questions were not appropriately answered at the events, we also held six public webinars that were attended by specialist members of the team. Alternatively, we had dedicated			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		communication channels available to the public where they could ask questions which would be passed on to the relevant member of the team.				
9-5.143	Criticism that National Grid added a new field (in this Section) to landowner's pack during the consultation and it was for the incorrect address (plan and reference provided by respondent)	If landowners have any concerns over the accuracy of documentation that is sent out as part of the Project, they should contact the Projects lands team. Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.			X	
9-5.144	Criticism that National Grid did not provide respondent with printed documents requested at the Lawford consultation event as promised	We had the option at our public information events for members of the public to request copies of the consultation materials. During busier periods of consultation, there may have been a delay in the delivery of these. If someone had not received the documents they requested, or wanted to request any further documents, we had dedicated communication channels open where they could do so.			X	
Design Change						
9-5.145	Oppose the use of underground cables	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the statutory consultation, targeted consultations and landowner consultation, the	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that *'the government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project has incorporated suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data.				
9-5.146	Suggest a minimum distance that the Project should be sited from residential areas / residences	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		description of the Holford Rules can be found in Appendix I22 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations and landowner consultation, we have modified the alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties or other receptors. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). This assesses the impact of the Project and identifies the need for additional mitigation if required.				
9-5.147	Suggest that existing overhead lines in this section should be removed	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.				
9-5.148	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects are considered necessary. This includes locations such as			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with NPS EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.				
9-5.149	Suggest that the existing overhead lines in this section are reinforced / upgraded instead	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations would be required to accommodate the changing demands on the network.			X	
9-5.150	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design				

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		specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the Environmental Statement (ES). In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual amenity. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill				

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		health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.				
9-5.151	Suggest that the Project should run in closer to / parallel to the existing overhead lines	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) presents very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.				
9-5.152	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.				
9-5.153	Suggest that underground cables are used in populated / residential areas	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant			X	

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		considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact				

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		Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at all populated or residential areas in this section would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.154	Suggest that Project uses underground cables between Bramford Substation and the East Anglia Connection Node (EACN) substation	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		5.10.34) to also consider whether the use of underground cable was justified the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). We are proposing to underground a section of the alignment between the East Anglia Connection Node (EACN) substation, through the National Landscape to just north of Raydon Airfield. A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the remaining overhead line section of the Project between Bramford Substation and the EACN substation would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		6.13) and this has identified any need for additional mitigation.				
9-5.155	Suggest that the Project uses underground cables from Belstead / Washbrook to enable a more direct route from Belstead to Holton (e.g. to preserve the countryside, avoid impacting a frequently used public footpath, and to mitigate the Project having a disproportionate effect on Chattisham)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project from Belstead to Holton would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.156	Suggest that Pylons JC21 and / or JC22 are relocated (e.g. to avoid the Project having a disproportionate effect on Chattisham; to mitigate impact on footpaths and wildlife)	It is not possible to relocate pylons JC21 and JC22 on to other routes without transferring and increasing effects as set out in the Design Development Reports published in 2023 and 2024. Views of the pylons from the village and residential properties in Chattisham are filtered and screened to some degree by trees within gardens and hedgerows. The pylons are also relatively evenly spaced from the nearest property having been positioned to be mid span with the nearest pylons at just over 200 m distance. It is noted that on the road into the village from the south, the absence of roadside hedgerows leads to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		an open but transitory view to pylons at just under 100 m from the road at the closest point. This is not considered to be a disproportionate effect on Chattisham nor inconsistent with planning policy and therefore no change is proposed.				
9-5.157	Suggest that Project follows railway lines in this section instead / Suggest that overhead lines for rail are upgraded instead	It is not possible to upgrade the overhead lines above electrified railways to carry the necessary amount of power. The rail infrastructure supplies a much lower level of power at lower voltage. While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route, though rail lines or roads potentially align (at least in part) with parts of the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling would reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		commercial and residential property, woodlands and orchards) presents very substantial challenges to routeing and siting. As a result, whilst close paralleling of rail infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.				
9-5.158	Suggest that underground cables are extended from the end of the underground section at Pylons TB35/TB36 to at least Pylon TB70 (i.e. to cross the River Colne, River Roman and their tributaries)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between TB35 to TB70 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.159	Suggest that the Project is rerouted away from Haveli, Langham Road, CO4 5HT (i.e. to mitigate impact on residents)	National Grid has considered the respondent's feedback. We are unable to reroute the alignment away from this property due to several constraints in this area, including other properties.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.160	Suggest the Project uses underground cables across the Langham Road stretch	National Grid has considered the respondent's feedback. Undergrounding of the cables in this location would cause a greater effect on the neighbouring properties due to the required width of the construction swathe being significantly wider than the pylon/ wire swing corridor. The use of pylons minimises the effect, albeit with visual implications. In addition to the above reason, National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Langham Road would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.161	Suggest that the new angle pylon at Little Wenham is relocated and the Project uses underground cables in place of the other six pylons	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Little Wenham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. With regards to the angle pylon at JC26, this is required in this location in order to avoid other constraints such as woodland and properties while continuing the route north to Bramford Substation. We are therefore not proposing a change to this pylon.				
9-5.162	Suggest the Project is rerouted northwards from the Cable Sealing End (CSE) compound at Raydon (i.e. to mitigate impact on heritage buildings)	National Grid has considered the respondent's feedback and has reviewed alternative alignments from the Cable Sealing End (CSE) compound. Moving the alignment north from the CSE compound location would transfer effects to other landowners and properties and would be longer and less direct and therefore less compliant with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing to change the alignment at this location. We have undertaken an Environmental Impact Assessment (EIA) which includes an assessment on impacts on historic buildings and includes any recommendations for required mitigation.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.163	Suggest that underground cables are used from the East Anglia Connection Node (EACN) to Pylons TB33 / TB34 (i.e. to reduce the number of Cable Sealing End (CSE) compounds required, and to reduce the impact on the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	National Grid has carefully considered the feedback proposing to extend the use of underground cable between Great Horkesley and the East Anglia Connection Node (EACN) substation, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*. No such designations are present between Great Horkesley and Ardleigh, nor is this area, within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. The starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While we consider that landscape and visual effects between the EACN substation and Great Horkesley, may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section. In conclusion, National Grid is taking forward the Project in this area on the same technology basis as set out in the statutory consultation, i.e. an underground cable from Bramford into the EACN substation and as an overhead line connection for the route from the EACN substation towards Tilbury. Some adjustments to routeing and positioning of some elements are proposed along with the introduction of a Grid Supply Point and removal (upon energising the Project) of the existing 132 kV PJ route to respond to the residual effects of				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		overhead line infrastructure on certain views from within the National Landscape as well as offsetting the effects from the underground cable installation. National Grid considers that on this basis the Project is consistent with its duties and relevant policy and that it meets the requirements, as a relevant authority, of Section 85 of the Countryside and Rights of Way Act 2000 to *'further the purposes of the National Landscape'*.				
9-5.164	Suggest that the Project uses underground cables in the area of Fordham	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Fordham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.165	Suggest that the Project uses underground cables from Belstead	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Belstead would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.166	Suggest that the Project uses underground cables at Green Lane / Aldham (i.e. to mitigate impact on residential property)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Aldham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.167	Suggest that the Project uses underground cables from Great Horkesley to Fordham (e.g. to at least Pylon TB40 / TB41 / TB42)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Great Horkesley to Fordham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.168	Suggest that the Project uses undersea cables from Manningtree	National Grid has considered alternative strategic proposals (including offshore proposals) in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) and in subsequent Strategic Option Backcheck and Review documents published in 2023 and 2024 (found on the Project website). The Design Development Reports have also considered alternatives routeing from the East Anglia Connection Node (EACN) substation via Bradwell. All such options are less preferred primarily as they require considerable additional cost to achieve the same movement of power and as such are less economic and inconsistent with National Grid's duties. There is no reason to consider that an offshore alternative via Manningtree would be any different. Therefore, no change is proposed.			X	
9-5.169	Suggest that the Project uses High Voltage Direct Current (HVDC) underground cables as opposed to Alternating Current (AC) underground cables	National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	through the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). HVDC is not normally used across land as converting AC to DC and back again would require converter stations so it can be used in the rest of transmission network and the distribution network which is currently AC. These converter stations are a significant size and would be required at every interface with the wider AC network i.e at Norwich, Bramford, East Anglia Connection Node (EACN) substation and Tilbury substations, the cost of these converter stations outweighs the benefits offered. . Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances and so the incorporation of two converter stations on either side of the National Landscape would not be a suitable technical solution.				
9-5.170	Suggest that the Project follows a straight alignment instead of the current proposed curve at residential property (address provided by respondent) to mitigate impact on private water supply, and impact on residents' health	National Grid has reviewed the underground alignment in this location, the curve in the alignment as it crosses south-west of Bacon's Green is preferred as any route to the west (avoiding the curve) would result in a greater loss of woodland within the National Landscape.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid is aware of the private water supply, and we have undertaken an Environmental Impact Assessment (EIA) which includes any recommendations for required mitigation.				
9-5.171	Suggest that underground cables are used between Great Horkesley and Ardleigh (extending use of underground cables between underground cable sections / between Pylons TB1 and TB34, e.g. to remove additional CSE compounds) / Suggest the use of underground cables through Boxted (from Ardleigh to Great Horkesley) / Suggest that underground cables are used all along the southern boundary of the National Landscape	National Grid has carefully considered the feedback proposing to extend the use of underground cable between Great Horkesley and Ardleigh, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*. No such designations are present between Great Horkesley and Ardleigh, nor is this area, within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. The starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While we consider that landscape and visual effects between Great Horkesley and Ardleigh, may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.172	Suggest that the Project should follow a more direct route at Ardleigh (e.g. to avoid fishing pond, vineyard and residences)	An alternative alignment to follow a more direct route avoiding the features identified has been considered but is less preferred. Any alternative alignment has to route past other features with the result that potential effects are transferred to other similar receptors including to	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		other residential properties and in the case of effects on woodland, are increased. On this basis a straight alignment is not possible and there is little change in consistency with Holford Rule 3 but reduced consistency with Holford Rule 2. Therefore, no change is proposed. A summary of the Holford Rules is provided within Appendix I22 of this report.				
9-5.173	Suggest that an alternative construction road should be built from the A12 J31 (e.g. bypassing Holton St Mary to the Raydon Airfield entrance on Acacia Road, an access to Notley Enterprise Park could be left after construction or a construction road could be built following the old railway line route from Capel St Mary A12 J32 direct to Raydon)	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles, this included the use of the historic railway alignment and access through Notley Enterprise Park. These alternatives were discounted through assessment and identification of constraints. Feedback from the consultation identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor and cabling compound. It is proposed that this route would act as a bypass for Holton St Mary during construction.			X	X
9-5.174	Suggest that the construction compound should be placed on Notley Enterprise Park, where there is some infrastructure already and removing vehicles from B1070	National Grid has noted the respondent's feedback and has reviewed alternative locations for JC-CC02. The proposed compound between Raydon and Holton St Mary serves underground cabling works between the proposed Cable Sealing End (CSE) compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land adjacent to Notley	X		X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Enterprise Park would increase the distance that construction vehicles must travel from the Primary Access Route (PAR) by approximately 1.5-1.8 km. Approximately two thirds of the cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements from the compound to work sites along the underground cable alignment. In response to various pieces of feedback, National Grid has proposed the construction of a separate construction haul road to the north of Holton St Mary, to remove construction traffic from the majority of the B1070.				
9-5.176	Suggest that for the construction activities in the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)), an alternative construction road should be built following the route of the old railway line from Capel St Mary to Raydon and the Construction Compound should make use of the facilities already available at Notley Enterprise Park	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles this included the use of the historic railway alignment and access through Notley Enterprise Park. These alternatives were discounted through assessment and identification of constraints. The consultation has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.177	Suggest that the Project and compound JC-CC02 should be routed further away from boundary of residential property to minimise disruption to residents and wildlife (images and address provided by respondent)	National Grid has noted the respondent's feedback and has reviewed alternative locations for JC-CC02. The proposed compound between Raydon and Holton St Mary serves underground cabling works between the proposed Cable Sealing End (CSE) compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land adjacent to Notley Enterprise Park would increase the distance that construction vehicles must travel from the Primary Access Route by approximately 1.5-1.8 km. Approximately two thirds of the underground cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements from the compound to work sites along the underground cable alignment. Moving the proposed compound south, would move it closer to the Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)).	X		X	
9-5.178	Suggest that the construction area and underground cables are relocated further from residential property (address provided by respondent) by utilising the open fields on the opposite side of the swathe instead	National Grid has considered the respondent's feedback, and we have made a slight change to the underground cable alignment in this area to move south-east. This would move the underground cable alignment further away from the respondent's property. Cable construction compound JC-CC02 is the primary construction compound for this section of the underground cable route and serves the underground cable construction swathe between the River Stour and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the Cable Sealing End (CSE) compound north of Notley Enterprise Park. The majority of this section is located to the south of the B1070. The village of Bacon's Green is located approximately 500 m south of this field, moving the compound south would have a greater effect on the residents of this village and other alternatives suggested such as further north towards Notley Enterprise Park are less preferred as locating the construction compound at or adjacent to the primary highways access is preferable, we have therefore not proposed a change to the location of this compound.				
9-5.179	Suggest that Pylon TB21 is relocated one field further away from respondent's property to mitigate impact on residents (this could be achieved without the Project being closer to any other residential properties north or south of the A12)	National Grid has considered the respondent's feedback. We are not proposing a change to the alignment in this location as the route that the respondent is referring to would take the alignment through a proposed development site and would add an angle pylon. Routeing and siting in this area is also constrained by a water pipeline.			X	
9-5.180	Suggest that the Project is rerouted further north of residential property at Great Horkesley (near School Lane; address provided by respondent) to reduce magnetic field exposure to residents	National Grid has considered the respondent's feedback; we have reviewed the underground cable alignment in the vicinity of School Lane. Due to constraints in this area limiting routeing options for the underground cable swathe we are not able to route north of the respondent's property as suggested. Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with EMF guidelines			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing Electric and Magnetic Fields (EMFs). There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and cables design criteria ensure they will not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and looks to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid has followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.181	Criticism that planning laws have prevented expansion at Ardleigh, so they should also prevent National Grid from locating the Project at Ardleigh	Norwich to Tilbury is a Nationally Significant Infrastructure Project (NSIP). NSIPs are dealt with under the Planning Act 2008. Instead of applying to a local planning authority for planning permission, NSIP developers apply to the Planning Inspectorate for a Development Consent Order (DCO). The Planning Inspectorate is responsible for operating the planning process which includes examining an application and writing a report with recommendations to the relevant Secretary of State (SoS) who then makes a decision on whether or not to grant consent. Section 104 of the Planning Act 2008 states, amongst other matters, that applications must be decided in accordance with any relevant National Policy Statements (NPS), except where the SoS is satisfied that the adverse impact of the proposed development would outweigh its benefits. In determining an application, the Planning Inspectorate will need to appraise the proposal against NPS (in this case EN-1 and EN-5). The Planning Statement (document reference 5.6) and Policy Compliance Document (document reference 5.7) submitted with the application sets out how the Project complies with National Policy.			X	
9-5.182	Suggest that the underground cables from the Stour Valley are extended to the Colne Valley	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Colne Valley would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.183	Suggest that the Project should make provision for receiving input from the Bradwell connection through the Rayleigh substations	In respect of connecting at the old Bradwell power station, there is an existing overhead line connection to the Bradwell B site. This has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt, however, this onward connection via Rayleigh to Tilbury is also constrained by urban development and further designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects.				
9-5.184	Suggest that the Project extends the proposed use of underground cables from Horkesley / Wormingford through the valley to where the current location of Pylon TB46 (e.g. mitigating visual impact on the valley)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Great Horkesley and Fordham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.185	Suggest that the underground cables at Great Horkesley are extended through to Boxted to mitigate the visual impact of the Project between Pylons TB27 and TB29	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Great Horkesley and Boxted would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.186	Suggest that underground cables are used both to and from the East Anglia Connection Node (EACN) instead of using both underground cables and overhead lines (e.g. even if the trench needs to be widened to achieve this)	National Grid has carefully considered the feedback proposing the use of underground cable out of the East Anglia Connection Node (EACN) substation past Ardleigh, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Landscapes). No such designations are present between Great Horkesley and Ardleigh, nor is this area, within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. The starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While we consider that landscape and visual effects at Ardleigh, may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.187	Suggest that the underground cables from Pylon TB33 are extended to include Pylons TB27, TB28, and TB29 (e.g. to mitigate impact on residents, views, public footpath and the countryside in Boxted)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between TB27 and TB33 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.188	Suggest that the Project uses the gate at the bottom of Perry Lane, Langham to gain access to field, rather than going through Langham Village	National Grid has considered the respondent's feedback. The design proposals presented for statutory consultation do not propose a new direct access from the A12 in this location as this would not meet the National Highways criteria for an acceptable new direct access onto their Strategic Road Network and would be considered to represent a safety risk to a high-speed road.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.189	Suggest that the Project is rerouted through the Manningtree area / Criticism that National Grid has taken a less direct route to go through the Dedham Vale Natural Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) rather than going through the Manningtree area	The Corridor and Preliminary Routeing and Siting Study (CPRSS) considered alternative corridors to the east of the Order Limits in the area suggested. National Grid has also considered other suggestions including following the general alignment of the existing 132 kV overhead line. In the absence of new evidence or further factors being identified we consider previous conclusions (set out in the CPRSS and both the 2023 and 2024 Design Development Reports (available on the Project website) to remain valid and these alternatives to be less preferred. The main reasons being increased effects on homes, environmental features and on locations such as Flatford Mill.			X	
9-5.190	Suggest that the Project uses underground cables from Pylons TB1 to TB12 using the channels for the underground cables to the East Anglia Connection Node (EACN)	National Grid has carefully considered the feedback proposing to extend the use of underground cable between TB1 and TB12, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*. No such designations are present between Great Horkesley and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Ardleigh, nor is this area, within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore the starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While we consider that landscape and visual effects between TB1 and TB12 may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.191	Suggest that the Project uses underground cables from Pylons TB1 to TB15 taking advantage of the channels for the underground cables to the East Anglia Connection Node (EACN) to mitigate the visual impact on views from residences and the school in Ardleigh / Suggest the use of underground cables through Ardleigh	National Grid has carefully considered the feedback proposing to extend the use of underground cable between TB1 and TB15, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*. No such designations are present between Great Horkesley and Ardleigh, nor is this area, within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While we consider that landscape and visual effects between TB1 and TB15 may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.192	Suggest that the Project is rerouted along field boundaries and away from housing at Aldham to minimise disruption to residents	National Grid has considered the respondent's feedback, alternatives around Aldham would be longer and less direct and therefore less consistent with the Holford Rules. We have therefore not changed the route around Aldham. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.193	Suggest that the access road directly opposite respondent's property (location provided by respondent) is not used, and instead National Grid utilises the existing bridleway and spur both left and right to feed two pylons (instead of having two separate access roads)	National Grid has considered the respondent's feedback, the access road opposite the respondent's property is only to be used for future surveys and maintenance and is not going to be used for construction, a road will also not be constructed for this access. When planning for future maintenance we try to ensure there is access for pylons without having to cross multiple land ownerships. Therefore, we have not proposed a change to the access roads in this area.			X	
9-5.194	Suggest that an alternative construction road should be built from the A12 to the Notley Enterprise Park and that the construction compound could also be sited next to the construction materials lay down area (e.g. to safeguard the villages from construction traffic)	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles this included the use of the historic railway alignment and access through Notley Enterprise Park. These alternatives were discounted through assessment and identification of constraints. The consultation has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction.			X	X
9-5.195	Suggest that underground cables should continue from Langham and not cross the A12 at Langham but continue southwest for a further 1.5 miles and then cross the A12 (along with the Ardleigh to Great Horkesley section, all using underground cables, and	In the Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) National Grid established that integrating the connection of two offshore windfarms and an interconnector into the Project was the most economic and efficient approach and specifically a connection point on the Tendring			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	thus avoiding a significant underground section from Langham to Ardleigh)	peninsula. This is preferred to alternative routes more direct between Norwich and Tilbury via the Twinstead area (see the CPRSS), and is also preferred over connection points closer to the coast and alternatives further west such as at RAF Boxted as set out in the 2025 Design Development Report (document reference 5.15). National Grid has carefully considered the feedback proposing to extend the use of underground cable between Great Horkesley and Ardleigh, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*. No such designations are present between Great Horkesley and Ardleigh, nor is this area, within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While we consider that landscape and visual effects between Great Horkesley and Ardleigh, may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.196	Suggest that Pylons TB9, TB10, TB11 and TB12 are relocated (e.g. to mitigate visual impact, and impacts	National Grid has considered the respondent's feedback, due to multiple constraints in this area including a cemetery, residential properties and gas and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	on heritage and communities) / Concern about impact of Pylons TB11, TB12 and TB13 on school	water pipelines it is not possible to relocate these pylons without transferring or increasing effects. Therefore, we have not proposed a change to the location of these pylons.				
9-5.197	Suggest that the Project should use T-pylons at Ardleigh / near the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see Appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-5.198	Suggest that a permanent alternative access route is provided from the A12 to the Project, possibly following the old disused railway line route (e.g. this would provide better access including more suitable and possibly longer slip roads for the project, and in the future providing positive benefits for already established local businesses within the local area)	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles this included the use of the historic railway alignment and access through Notley Enterprise Park. These alternatives were discounted through assessment and identification of constraints. The consultation has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction.	X		X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		When obtaining rights for the Project, either through voluntary agreement or compulsory acquisition, National Grid can only obtain these rights on the grounds of what is needed and justified to construct, install and maintain the asset in the future. The majority of future maintenance would only require light vehicle access which can use existing access points and therefor does not justify the construction haul road being left in place after construction.				
9-5.199	Suggest that an alternative access route is used from the A12 to Capel St Mary slip road (A12 Junctions 32A and 32B)	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles. The option to use the slip roads of the A12 junctions at Capel St Mary were consider and discounted through assessment and identification of highway and safety constraints. The consultation has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction.			X	X
9-5.200	Suggest that the Cable Sealing End (CSE) compound in Raydon is moved further north to Pylon JC26 / Wenham Thicks to maintain a clear safe approach from all directions to Raydon Winds Airfield (e.g. to mitigate impact on airfield / Grade II Listed Buildings at Wenham Grange and Vauxhall /	National Grid has appointed an independent aviation consultancy which has engaged with the operators of Raydon Wings airfield (with National Grid also present) to inform their impact assessment. The overhead line alignment (including the Cable Sealing End (CSE) compound) is assessed to be at a sufficient distance to		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	the National Landscape) / Suggest that the CSE compound in Raydon is moved 1.5km further north to mitigate impact on Raydon Winds Airfield	the north of the runway to ensure that overflight is not required on take-off or landing and that approaches are therefore not impacted. We will continue to engage with the airfield operators to confirm the acceptability of the design. In view of the assessment conclusions, further changes to the proposed overhead line alignment, including the re-location of the CSE compound has not been implemented, as the associated extension of underground cables is not considered to be justified on grounds of aviation impacts. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socioeconomics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Summary of Aviation Impact (document reference 6.15.A2). National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'.* Where no such designations are present,				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Raydon Airfield and JC26 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Alternative locations for the Cable Sealing End (CSE) compound have been assessed; however the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable. Impacts to listed buildings such as those at Wenham Grange and Vauxhall as well as the National Landscape have been assessed as part of the Environmental Impact Assessment (EIA) and presented in the Environmental Statement (ES) which also describes any mitigation required where necessary.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change						
9-5.201	Suggest that construction compound JC CC2 is moved onto Notley Enterprise Park, north of the Materials Lay Down Area to place it adjacent to an industrial area	National Grid has noted the respondent's feedback and has reviewed alternative locations for JC-CC02. The proposed compound between Raydon and Holton St Mary serves underground cabling works between the proposed Cable Sealing End (CSE) compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land adjacent to Notley Enterprise Park would increase the distance that construction vehicles must travel from the Primary Access Route by approximately 1.5-1.8 km. Approximately two thirds of the underground cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements from the compound to work sites along the underground cable alignment. This increase would result in additional costs and carbon emissions. Moving the proposed compound south, would move it closer to the Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)). In response to various pieces of feedback, National Grid has proposed the construction of a separate construction haul road to the north of Holton St Mary, to remove construction traffic from the majority of the B1070.	X		X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.202	Suggest that the Project is rerouted from Pylon TB51 to instead run straight across the A1124, into the middle of the field ringfenced by the A1124 and New Road Aldham, that Pylon TB52 is positioned in that field, and that the Project then runs across the new road in Aldham, with Pylon TB53 sited in this location, and that the Project is then continued on across country, over Tey Road and Rectory Road to Pylon TB60	The respondent's preference for a route based on the 2022 non-statutory consultation corridor and graduated swathe is noted. In the absence of new evidence or further factors being identified, National Grid continues to consider the reasons for it being less preferred to remain valid as it increases the oversail of residential properties and their private gardens and reduced consistency with Holford Rule Supplementary Notes. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	
9-5.203	Suggest that the service road shown to run to the rear of Old School House is removed, and instead access for services is available near to Pylon TB53 (the entrance National Grid will use for that pylon)	National Grid notes the respondent's feedback. This access route is only to be used for future surveys and maintenance and is not going to be used for construction, a road would also not be constructed for this access. When planning for future maintenance we try to ensure there is access for pylons without having to cross multiple land ownerships. The proposed permanent access route no longer routes along the rear of Old School House and instead is routed directly south of TB53.			X	X
9-5.204	Suggest the use of underground cables from Raydon to Chattisham	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'*. Where no such designations are present, nor is the area within the setting of such a designated area, which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23), we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line (paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project between Chattisham and Raydon would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.205	Suggest that an angle tower pylon is not used at Little Wenham	National Grid notes the respondent's feedback. The angle pylon at JC26 (now JC27), is required in this location in order to avoid other constraints such as woodland and properties while continuing the route north to Bramford Substation. We are therefore not proposing a change to this pylon.			X	
9-5.206	Suggest that lower height lattice pylons are used for the section from the East Anglia Connection Node (EACN) towards the A12 / Request for the revised pylon positions if this suggestion is implemented by National Grid	National Grid notes the preference expressed by the respondent but after review does not consider the use of the low height lattice design to be preferred in this location. The low height lattice has a more restricted angle of direction change compared with the standard lattice design and would be expected to require more pylons and fewer suspension pylons given the constraints to routeing in this area and is therefore less consistent with Holford Rule 3. A summary of the Holford Rules is provided within Appendix I22 of this report. The ability to cross the railway with a low height lattice design is also unknown as there is no approved design for the level of electrical clearance required. The lower height design is considered more appropriate where the main aim is to reduce the height below a ridgeline or some screening feature, but the use of low height lattice			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		pylons potentially increases effects to community receptors where there are close and open views.				
9-5.207	Suggest that the Project begins marginally further east at Holly Bush Corner and proceeds in a straight line north-east, instead of curving around (e.g. this would avoid the archaeological site, be further from Pintins, avoid the next small copse, and sit further east of Laits Barn and Lark Hall)	National Grid has considered the respondent's feedback and has assessed multiple alternatives in this area. The underground cable alignment east of the B1068 has been straightened as much as possible. Other alternatives in this area are either not feasible as there is not enough space due to constraints or would be longer and result in a greater amount of woodland loss and are therefore less preferred.			X	X
9-5.208	Suggest minor amendments to the haul road and gateway near the proposed Pylons TB74 and TB75 (plan provided by respondent) / Suggest that following in relation to haul road and access (near respondent's farm in Kelvedon): the haul road is relocated to follow the headlands; that the haul road is relocated into the same field as proposed Pylon TB74 (e.g. to mitigate impact on farming); the track to the scaffolding is relocated to the headland; the new access point is retained post construction, with National Grid securing the necessary planning permissions (plan provided by respondent)	National Grid has considered the respondent's feedback, due to a slight change to the alignment in this area the haul road and bellmouth position at TB74 and TB75 (as in between TB70 and TB76) have been amended.			X	X
9-5.209	Suggest the use of underground cables for the Project through the Colne Valley (e.g. in line with National Policy Statement (NPS) EN5, Section 2.9.23) / Suggest the use of underground cables for the Project through the Colne Valley and its	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	tributaries / Suggest the use of underground cables through the Colne Valley (from West Bergholt, past Fordham and Aldham and into Marks Tey and Great Tey)	cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Colne Valley would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.210	Suggest that Pylons TB53 to TB57 are relocated (e.g. to mitigate impact on village, community, wildlife, views, and local traffic)	National Grid has considered the respondent's feedback, alternatives around Aldham would be longer and less direct and therefore less consistent with the Holford Rules. We have therefore not changed the route around Aldham. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	
9-5.211	Suggest that the Project from the proposed substation to Boxted (Pylons TB1 to TB34) is rerouted (e.g. to mitigate the visual impact due to the topography and the impact on residents / communities)	National Grid has carefully considered the feedback proposing to extend the use of underground cable between Great Horkesley and Ardleigh, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated*	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'. No such designations are present between Great Horkesley and Ardleigh, nor is this area, within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While we consider that landscape and visual effects between Great Horkesley and Ardleigh, may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed				

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		on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.212	Suggest that the Project is rerouted from Pylons TB15 to TB19 (e.g. to mitigate impact on landowners, views, wildlife, farming, business, valuable resource in the form of gravel, and heritage)	Whilst noting the landowner's preference, there are limitations to routeing alternatives in this location due to the presence of other constraints, homes and environmental features. The route being taken forwards would reduce impacts on other developments to the extent possible, though some impact on the minerals site is considered to be unavoidable but could be addressed through compensation should a viable claim be made. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project lands team: • Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.			X	
9-5.213	Suggest new access road from the A12 to the compound site (rather than the B1070)	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles this included the use of the historic railway alignment and			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		access through Notley Enterprise Park. These alternatives were discounted through assessment and identification of constraints. The consultation has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction.				
9-5.214	Suggest that the construction compound (JC CC2) and materials lay down area is moved adjacent to the Raydon Sealing in compounds to avoid negative impacts on Holton St Mary and Raydon village associated with traffic and the compound	National Grid has noted the respondent's feedback and has reviewed alternative locations for JC-CC02. The proposed compound between Raydon and Holton St Mary serves underground cabling works between the proposed Cable Sealing End (CSE) compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land adjacent to Notley Enterprise Park would increase the distance that construction vehicles must travel from the Primary Access Route by approximately 1.5-1.8 km. Approximately two thirds of the underground cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements from the compound to work sites along the underground cable alignment. Moving the proposed compound south, would move it closer to the Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)).			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		In response to various pieces of feedback, National Grid has proposed the construction of a separate construction haul road to the north of Holton St Mary, to remove construction traffic from the majority of the B1070. National Grid has undertaken an Environmental Impact Assessment for the Project, and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that has been submitted with the development consent application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project, including Holton St Mary and Roydon Village and recommends appropriate mitigation to reduce effects.				
9-5.215	Suggest that the Projects uses T-Pylons at Little Wenham Hall (e.g. to mitigate impact on ancient views) / Little Wenham Church / Little Wenham Castle / Capel St Mary (e.g. to mitigate impact on roman villa)	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given it is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report (available on the Project website)) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis, T pylons are not proposed for the Project.				

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9-5.216	Suggest that the Project uses underground cables north of Little Wenham Hall relocating the Cable Sealing End (CSE) compound at Raydon to near Chattisham and Washbrook / Suggest the use of underground cables is extended from the proposed CSE compound at Raydon to Washbrook (e.g. to mitigate the impact on Little Wenham)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Raydon and Chattisham / Washbrook would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Alternative locations for the Cable Sealing End (CSE) compound have been assessed, however the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable.				
9-5.217	Suggestion the Project is rerouted from the Bramford Substation to run alongside the A12 from Bramford via Washbrook and Capel St Mary	Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the section of the A12 indicated. There are constraints and features that mean that we do not consider close paralleling the A12 will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		requirement to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. Several residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations, such as to the east of Capel St Mary, where the combination of existing physical and environmental features (road infrastructure, commercial and residential property, woodlands etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation.				
9-5.218	Suggest that the East Anglia Connection Node (EACN) is relocated to be sited between Langham and Great Horkesley instead (e.g. to mitigate impact on the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) and conservation areas at Ardleigh)	National Grid has previously considered a number of alternative sites for the East Anglia Connection Node (EACN) substation during the initial siting work as set out in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website). It was also considered in response to feedback as set out in the 2023 and 2024 Design Development Reports			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(available on the Project website) where we considered an alternative site to the west of the A12 which is in the area suggested by the feedback. The siting decision making balances the environmental effects, technical consideration and cost arising from the substation and the connections to it for National Grid and the North Falls and Five Estuaries wind farms and the Tarchon project. We have reviewed this again and as set out in the 2025 Design Development Report (document reference 5.15) and continue to consider the EACN substation as proposed to be the preferred location on the basis that an alternative further west presents multiple aspects of uncertainty and construction risk, reduces future flexibility, increases risks to programme for the customers and National Grid with potential for substantial constraint costs if programme is delayed.				
9-5.219	Suggest that Cable Sealing End (CSE) compounds should be located further away from the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	National Grid has sought to reduce, as far as practicable, impacts on Dedham Vale National Landscape through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through careful siting of Cable Sealing End (CSE) compounds, changes to the route alignment and proposals for trenchless crossings. The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. National Grid considers the siting of the CSE compounds to be appropriate in terms of the avoidance of impacts on Dedham Vale National Landscape. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape and identifies areas for potential mitigation planting to reduce visual impacts to local receptors. The				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		approach to the LVIA follows professional guidance as set out in Environmental Statement (ES) Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13) and is supported by ES Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape and its special qualities. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals which include areas around the proposed CSE compounds.				
9-5.220	Criticism of the siting of the Cable Sealing End (CSE) compound at Great Horkesley (north east of Horkesley Plantation) (e.g. due to the flat ground and lack of screening; close proximity to Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)), listed buildings and Essex Way) / Suggest that the CSE compound is relocated away from Great Horkesley	The respondent's preference is noted but no alternative location has been suggested. National Grid has in response to other feedback, considered whether other locations further east were more appropriate. Siting in the immediate field to the east is constrained by an existing high pressure gas pipeline and water main. Moving further east has also been considered with conclusions presented in the 2024 Design Development Report (available on the Project website) and the 2025 Design Development Report (document reference 5.15) and summarised as being that the level of effects on the National Landscape were not at a level to justify the additional cost (and effects arising) from extending the underground cable distance. In the absence of new evidence or the identification of further factors we continue to consider the proposed Cable Sealing End	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(CSE) compound site near Great Horkesley to be preferred, and no change is proposed.				
9-5.221	Criticism of the siting of the Cable Sealing End (CSE) compound at Crabtree Lane, Little Horkesley (e.g. due to lack of screening, despite dip in landscape given that only one end of the gantries would be located at the 8 to 10 m elevation with the other being much closer to the ridge and thus higher; impact on listed buildings), and suggest that the alternative site in the 2023 Design Development Report should be used instead (e.g. given that this location is lower set in the landscape (at 16m lower elevation than the site proposed) and screened from listed buildings and Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	The respondent's feedback is noted and has been considered however National Grid considers that the actual site level reduction achieved by a change to a more southern location as reviewed in the 2023 Design Development Report (available on the Project website), would be much less than that suggested and do not consider this limited change to justify the additional cost for a longer length of underground cable. Even if it were a change of the order suggested by the respondent, we do not consider the additional cost, given the low level of effects on the National Landscape, to justify the additional cost (and effects arising) from extending the underground cable distance. In the absence of new evidence or the identification of further factors we continue to consider the proposed Cable Sealing End (CSE) compound site to the west of Great Horkesley to be preferred, and no change is proposed. Effects on heritage such as on listed buildings as well as on the National Landscape have been assessed and are presented in the Environmental Statement (ES), including details of any mitigation where required.	X		X	
9-5.222	Suggest that a construction road from the A12 to Notley Park is built, at the expense of its users	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles this included the use of the historic railway alignment and access through Notley Enterprise Park. These			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		alternatives were discounted through assessment and identification of constraints. The consultation has raised the option to construct an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. This route is now proposed as the access route to bypass Holton St Mary during construction.				
9-5.223	Suggest that underground cables should be used at least 2 km beyond the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) as recommended in Chapter 5 of the Corridor Preliminary Routeing and Substation Siting study (CPRSS) (e.g. given that only a 1.2 km boundary for use of underground cables is proposed for the Project at present)	National Grid has sought to reduce environmental impacts, as far as practicable, through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through undergrounding and careful siting of Cable Sealing End (CSE) compounds through the Dedham Vale National Landscape (formerly the Area of Outstanding Natural Beauty). The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Policy identifies no set distance (such as 5 km) by which such mitigation should be extended outside the National Landscape boundary.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid identifies the requirement for mitigation (whether by additional planting, type of pylon or choice of alternative technology such as underground cable) based on consideration of the potential effects that may arise on a case by case basis. This takes into account the specific details of the designation (including special qualities, key views etc.) and local circumstances including landform and existing vegetation. This approach allows consideration of the predicted effects arising from cable or overhead line technology and the CSE compounds (the transition sites between technologies) rather than applying an arbitrary distance that may be too great or too small for the specific circumstances. Dedham Vale National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary.				
9-5.224	Suggest that the proposed construction laydown area is relocated closer to the B1070 / Acacia Road junction	Locating the laydown area closer to B1070 and Acacia will move the laydown area further away from where the stone is required. The location of the material laydown	X		X	

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		area has been carefully selected based on the distances the material is required to serve. Whilst minimising the impact on farming land and Public Rights of Way. We have therefore not changed the location of this laydown area.				
9-5.225	Criticism that National Grid propose to develop an access road / track on Perry Lane involving widening which will negatively impact verges, re-route utility services, and disrupt village roads and footpaths / Suggest that construction traffic instead uses direct access from the northbound A12 (e.g. there is a very wide verge alongside the A12 to accommodate an entry and exit point)	The design proposed for this Primary Access Road (PAR) does not propose any widening or development of an access, only use of Perry Road. Thus, no impact on verges or utilities requiring diversions and no impact on footpaths. A new direct access from the A12 in this location would not meet the National Highways criteria for an acceptable new direct access onto their Strategic Road Network and would be considered to represent a safety risk to a high-speed road. National Grid has carefully developed the proposals for access for Perry Lane. Our suggested mitigation is the use of temporary traffic management only where vehicles will be marshalled to site. The proposed approach for management is set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), submitted with the Development Consent Order (DCO) application. Chapter 16: Traffic and Transport of the Environmental Statement (ES) (document reference 6.16) found that the future baseline traffic flow on Perry Lane would be notably low and the short section of road link being utilised is considered non-sensitive based on receptors.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Therefore, although there would be an increase in traffic flows on Perry Lane, as a result of the Project, it is considered unlikely, using professional judgement, that significant effects would be realised given the low number of construction vehicles expected, and the road link characteristics and sensitivity of receptors.				
9-5.226	Suggest the use of underground cables between Ardleigh and Fordham (e.g. to mitigate the impact of the Project on the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)); to reduce overall infrastructure, given that the Cable Sealing End (CSE) compound north east of Horkesley Plantation will not be needed)	National Grid has carefully considered the feedback proposing to extend the use of underground cable between Fordham and Ardleigh, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'*. No such designations are present between Great Horkesley and Ardleigh, nor is this area, within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While we consider that landscape and visual effects between Great Fordham and Ardleigh, may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.227	Suggest that the Cable Sealing End (CSE) compound at Little Horkesley should be relocated further south to at least Pylon TB41/TB42 (e.g. to	The respondent's preference is noted and has been considered previously as set out in both the 2023 and 2024 Design Development Reports (available on the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	eliminate impact on the Dedham Vale and to take better advantage of terrain and natural screening opportunities, to avoid a road crossing, reduce the number of landowners involved, avoid a site with roman archaeology, reduce visual impact to nearby Listed Buildings)	Project website). However National Grid considers that the suggested relocation in some cases transfers effects between receptors so whilst not crossing one road it would cross a different road. It proposes a change in respect of listed buildings which whilst potentially reducing effects, are reducing effects which are inherently low. The site level reduction would not substantially change the level of screening provided and we do not consider the low level of effects on the National Landscape as a compelling basis for change. The change would require a longer length of underground cable, and we do not consider the limited change to justify the additional cost. In the absence of new evidence or the identification of further factors we continue to consider the proposed Cable Sealing End (CSE) compound site to the west of Great Horkesley to be preferred, and no change is proposed. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project.				
9-5.228	Suggest that underground cables should be used between Pylons TB42 and TB50 (e.g. given the special character of the Fordham Valley and the disproportionate impact overhead lines would bring to the area)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at TB42 to TB50 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy				

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		EN-5. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.229	Suggest that the archaeological sites in the area between Pylons TB46 and TB52 should be avoided by the Project entirely, regardless of whether overhead lines or underground cables are employed, although the Project should not be routed on a more easterly route through woodlands at Fiddlers Farm / Fiddlers Woods as alternative (e.g. given that they are ancient woodlands and near a listed building)	Statutory consultation feedback and the results of archaeological fieldwork have been used to inform design development to reduce as far as practicable impacts to archaeological remains in this area. As a result of this information pylon TB47 was moved north-east to avoid direct physical impact to the archaeological site in this area. Various alternative route alignments have been considered that would pass to south and east or west of this area. Those to the south and east are less preferred due to conflict with areas designated as ancient woodland or where the additional interaction with utility connections means there is insufficient space available to allow for pylon positioning. Those to the west present greater effects on heritage assets that are known. National Grid has undertaken a detailed routeing and siting exercise, iteratively refined through statutory consultation, geophysical survey and archaeological trial-trenching, to limit, so far as practicable, effects on known and potential heritage assets between pylons TB46 and TB52. All designated and non-designated heritage assets within the 250 m study area have been assessed in the ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The non			X	

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		designated assets that intersect the Order Limits such as assets 4082, 4102, 4103 and 4090, or designated assets whose settings extend to the Order Limits, are evaluated in ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) and ES Chapter 11: Historic Environment (document reference 6.11), with the level of harm to designated assets (e.g. Fordstreet Conservation Area CA9) set out in Appendix 11.7: Assessment of Harm to Designated Heritage Assets (document reference 6.11.A7). Landscape and visual effects on the same stretch are illustrated by general LVIA Viewpoints 4.20, 4.24, 4.25 and 4.27 and by Heritage Viewpoint HE 26 (photomontage), which together confirm that the amended alignment minimises intrusion into key views. Where archaeological sensitivity remains, the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) requires mitigation and the Outline Code of Construction Practice (CoCP) (document reference 7.2), also provides for an agreed protocol should previously unknown remains be encountered. The scope and methodology described above were developed in accordance with national policy (NPS EN-1, NPS EN-5, NPPF), relevant professional guidance, and have been reviewed and agreed at regular archaeology working-group meetings with Historic England and the Local Planning Authorities. On this basis National Grid is confident that the potential				

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		impacts on archaeological sites in the TB46–TB52 corridor have been robustly assessed and that proportionate mitigation is secured through the Development Consent Order (DCO) documentation.				
9-5.230	Suggest that the Project is rerouted from Bramford crossing the A12 to avoid Capel St Mary then rejoining and following the A12 via underground cables beneath the road which is in need of improvement / Suggest that road improvements could be delivered for the A12 at the same time (plan provided by respondent)	National Grid notes the potential for this to appear to reduce effects on the National Landscape and more generally. However, the need for above ground structures above each cable trench every 800 m to 1 km at jointing bays (which would then be in the carriageway) makes this impractical. Even if resolved in some way the potential disruption through future maintenance of the cable would have very substantive effects and as such is not considered an appropriate basis for an option. It is also not appropriate for bill payers to pay for the completion of a major road scheme over and above the costs of the connection Project when there is a route available that is not inconsistent with policy. Routeing alongside the A12 does not provide a resolution as this would lead to effects on extensive areas of woodland and be constrained by other existing residential and commercial properties. Therefore, no change has been made.			X	
9-5.231	Criticism that the Project in the area of East Gores Road and Salmons Lane travels over farm sheds (housing live animals), gas storage tanks, and several utility supply lines / Suggest that the Project is rerouted to Pylons TB66 to TB69	National Grid has considered the respondent's feedback and is proposing a slight change to the alignment to ensure adequate clearance to the gas storage tanks. The alignment does not oversail any farm sheds. Part of the Order Limits that was shown over the farms sheds was an existing 11 kV overhead line that was to be			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		removed and placed underground to enable the Project to cross over this area. This has now been reduced and therefore no longer crosses the sheds. Alternative alignments between TB66 and TB69 would take the alignment closer to a Grade I listed church and to other residential properties to the south or would be a longer and less direct route that would result in a greater loss of woodland and transfer effects to properties to the north. We are therefore not proposing an alternative alignment at this location,				
9-5.232	Suggest that the Project uses underground Alternating Current (AC) / Direct Current (DC) cables replacing Pylons TB66 to TB69 (e.g. to protect the countryside)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at TB66 to TB69 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). HVDC is not normally used across land as converting AC to DC and back again would require converter stations so it can be used in the rest of transmission network and the distribution network which is currently AC. These converter stations are a significant size and would be required at every interface with the wider AC network i.e. at Norwich, Bramford, East Anglia Connection Node (EACN) and Tilbury substations, the cost of these converter stations massively outweighs the benefits offered. Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
9-5.233	Suggest that the Project between Pylons TB35 and TB51 is rerouted via the old airfield area to the north of Fordham (which would be easier to develop and less destructive) / Suggest that National Grid's previous preferences for this site could be realised / Suggest that the Project should be routed to the north of Fordham (e.g. as the airfield is out of use and the flying club's lease runs out in 2026 and is not to be renewed)	National Grid has considered this alternative route previously but has not considered it to be preferred. We have noted some potential for reduced effects in respect of some topics but also noted in the 2024 Design Development Report (available on the Project website) paragraph 5.4.143 that it was less preferred as it was a longer, less economic and efficient route with more pylons and angle pylons. We also noted it was likely to lead to increased effects on various heritage assets			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		including a Grade I listed building and several moats associated with other listed buildings. In the absence of new evidence or the identification of further factors we continue to consider these reasons valid, and no change is proposed.				
9-5.234	Suggest that the underground cables should be extended to Pylon JC20 (ideally High Voltage Direct Current (HVDC))	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Raydon and JC20 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
9-5.235	Suggest that the Project is rerouted between Pylons TB15 and TB19 to mitigate impact on respondents fields, particularly Pylon TB15 which would impact respondents wine / vineyards and café business / Suggest that Pylons TB15 and TB18 are relocated due to impact on business (e.g. impact on crop rotation and irrigation; impact on field drainage; impact on sand and gravel opportunities) / Suggest that the Project is rerouted between Pylons TB13 and TB21 to mitigate impact on businesses (e.g. vineyard, let farm shop, tourism income, potential restaurant, sand and gravel opportunities and the farm's root crop rotation)	Whilst noting the landowner's preference, there are limitations to routeing alternatives in this location (between TB15 and TB19) due to the presence of other constraints, homes and environmental features. The route being taken forwards reduces impact on other developments to the extent possible, though some impact on the vineyard site is considered to be unavoidable but can be addressed through compensation, on submission of a valid and agreed claim. Alternative routes to the north would transfer effects to other business receptors and would also increase effects on woodland areas crossed by the alternative routes. Alternatives to the south are similar but present additional technical difficulties to cross Ardleigh reservoir and other water bodies. Therefore, no change is proposed. Socio-economic impacts as well as impacts to soil and drainage have been assessed and presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) which also details any proposed mitigation where required.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.236	Concern that Pylons TB74 to TB76 are sited within land being used for a ground mounted solar farm (e.g. works to Distribution Network Operator (DNO) poles and overhead lines)	National Grid has engaged with the developer taking these proposals forward and confirmed that in light of the detailed plans there is no interaction with the proposed permanent and temporary 400 kV works and that interaction with the lower voltage works (replacing some overhead lattice pylons with underground cable) would be minimised by the use of H poles to reduce the required diversion. A small overlap with the corner of the site may be unavoidable but is not expected to conflict with site activities.			X	
9-5.237	Suggest that Pylons TB46 and TB47 are relocated away from Fordham All Saints Primary School (e.g. due to health concerns)	Electric and Magnetic Fields (EMFs) are produced wherever electricity is used, and National Grid fully recognises people's concerns. We take this issue very seriously and look to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on EMFs and health. We believe important decisions on health should be made independently of industry, as is the case in the UK. Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to our approach. The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. Our approach is to ensure that all our assets comply with those policies, which are set by Government on the advice of their independent advisors UKHSA. This ensures that health concerns are properly and adequately addressed. The evidence concerning compliance with these policies, including the numerical guidelines have been fully and publicly documented in an Electric and Magnetic Field Compliance Report (document reference 7.8) which is submitted as part of our Development Consent Order (DCO) application. Additionally, in developing a route for the connection National Grid sought to maximise the distance from schools as far as possible on the grounds of general amenity. Mental health and wellbeing, including the perceptions of impacts from EMFs arising from the Project are also assessed within Chapter 10: Health and Wellbeing of the Environmental Statement (document reference 6.10). TB46 and TB47 have been located in accordance with the Holford Rules (see Appendix I22 of this report) as well as to avoid residential properties and environmental				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		constraints. We therefore are not proposing a change to the location of these pylons.				
9-5.238	Suggest that Pylons TB48, TB49 and TB50 should be relocated to make use of the valley floor and take advantage of the screening provided by fall of the valley on either side of Mill Road, rather than on the west side of Mill Road as currently proposed (e.g. to reduce impact on residents of Ford Street; to reduce cumulative impact given that there are existing overhead lines already situated in the fields where Pylons TB48, TB49 and TB50 are proposed) / Suggest that Pylons TB48 and TB49 are relocated to follow a more direct line along the valley floor (e.g. away from Ford Street)	The 2024 Design Development Report (available on the Project website) has previously considered alternative routes that passed to the south-east of the 2024 preferred draft alignment, routeing through the area suggested by the feedback, but considered them to be less preferred. The reasons for this include the combination of constraints presented by the River Colne, Fiddlers Wood Ancient Woodland, the closer proximity to the residential property at Mill House where there are open views to the east, utility pipelines (water and high-pressure gas), flood zones around the river and areas of woodland. Taken together these mean that there is insufficient space for the routeing / siting of pylons. The suggested localised change to TB48 to TB50 would have to route through the same area and is constrained by the factors above, particularly the closer proximity and open views from Mill House, pylon positioning within the flood zones along with potential effects on one or two veteran trees (subject to exact route). Given these constraints, and in the absence of any evidence of change to the constraints or new factors being identified, it is not proposed to change from the 2024 preferred draft alignment. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation. The EIA results can be found in the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Environmental Statement (ES) (document reference Volume 6: Environmental Statement).				
9-5.239	Suggest that the Project is rerouted from Pylon TB89 to TB91 (plans provided by respondent) to significantly reduce impact on Rivenhall Hall Farm	National Grid has considered the respondent's feedback. These changes would require diversions of the alignment to the south. This would result in a less direct alignment with larger angle changes and is therefore less consistent with Holford Rule 3. A summary of the Holford Rules is provided within Appendix I22 of this report. The change of route would also increase effects on residential amenity through moving the alignment in front of other residential properties and be less consistent with Holford Rule Supplementary Notes. For these reasons no change is proposed.			X	
9-5.240	Suggest that the East Anglia Connection Node (EACN) should be removed from the Project and that the Project should be routed away from the Dedham Vale National Landscape (formerly the Dedham Vale Area of Outstanding Natural Beauty (AONB)) to one of the alternative routes identified by National Grid and the Electricity System Operator (ESO) (e.g. given the savings highlighted by National Grid) / Suggest that the East Anglia Connection Node (EACN) is not needed	National Grid does not consider there to be cost savings from adopting alternative strategic proposals or routes. Our consideration of the strategic proposal that meets the identified needs of the Project concluded that it was most economic and efficient, and that effects would be reduced overall, by integrating the reinforcement need from the north of East Anglia with the need to connect new customers around the Tendring Peninsula. This was set out in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) and has been backchecked in the 2023 and 2024 Strategic Option Backcheck and Reviews (SOBR) (available on the Project website) and the 2025 SOBR (document reference 7.17). In the absence of	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		new evidence or further factors being identified this remains National Grid's preferred strategic proposal. Consideration of other route and corridor alternatives further to the west of the National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) was published within the CPRSS (available on the Project website) as part of our 2022 non-statutory consultation. We have continued to backcheck the strategic connection proposal and siting of the East Anglia Connection Node (EACN) substation, which is part of the holistic consideration of the most appropriate form of the Project. In the absence of further information or new factors we continue to consider this integrated approach to be preferred. Alternative corridors and routes west of the National Landscape were considered and have been backchecked as have other more western locations for the EACN substation. On balance, alternative corridors were less preferred as they would be longer and therefore lead to effects over a much greater length to other receptors at greater cost than the route through the National Landscape. National Grid has previously considered a number of alternative sites for the EACN substation during the initial siting work as set out in the CPRSS (available on the Project website). It was also considered in response to feedback as set out in the 2023 and 2024 Design Development Reports (available on the Project website) where we considered an alternative site to the west of the A12 which is in the area suggested by the feedback. The decision making				

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		about siting balances the environmental effects, technical consideration and cost arising from the substation and the connections to it for National Grid and the North Falls and Five Estuaries wind farms and the Tarchon project. We have reviewed this again and as set out in the 2025 Design Development Report (document reference 5.15) continue to consider the EACN substation as proposed to be the preferred location on the basis that an alternative further west presents multiple aspects of uncertainty and construction risk, reduces future flexibility, increases risks to programme for the customers and National Grid with potential for substantial constraint costs if programme is delayed.				
9-5.241	Suggest that the East Anglia Connection Node (EACN) should be relocated to at least Pylon TB41/TB42 to allow the use of underground cables along the entire southern border of the Dedham Vale	National Grid has previously considered a number of alternative sites for the East Anglia Connection Node (EACN) substation during the initial siting work as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website). It was also considered in response to feedback as set out in the 2023 and 2024 Design Development Reports (available on the Project website) where we considered an alternative site to the west of the A12. This feedback request specifically suggests an area further west of this beyond the western end of the Great Horkesley section of cable. This presents additional challenges as the North Falls and Five Estuaries wind farms and the Tarchon project all need to get to the EACN substation			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		in addition to the National Grid connection, wherever it is located. The decision making about siting, balances the environmental effects, technical consideration and cost arising from the substation and the connections to it for National Grid and the three customer's infrastructure. We have reviewed this against this alternative suggestion and as set out in the 2025 Design Development Report (document reference 5.15) continue to consider the EACN substation as proposed to be the preferred location. The same challenges apply to the suggested location further west as to the other site near the A12 at the former Royal Air Force (RAF) Boxted. In summary there would be greater effects on the National Landscape to route the Project and the three customer connections to this location. In addition, the need for multiple cables from different parties through the same general corridor also presents multiple aspects of uncertainty and construction risk, reduces future flexibility, increases risks to programme for the customers and National Grid with potential for substantial constraint costs if programme is delayed. Additionally National Grid does not consider that the use of overhead line to the south of Dedham Vale is inconsistent with policy. National Policy Statement (NPS) EN-5 paragraphs 2.9.20 and 2.9.21 are not engaged to change the presumption to underground cable because the area is outside any relevant designation and does not engage Overarching NPS EN-1 paragraph 5.10.34 by being beyond the area				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considered to comprise the setting of the National Landscape. Finally, NPS EN-5 paragraph 2.9.23 and onwards are not considered to be engaged to the extent that the use of underground cable is considered to be justified. On this basis no change is proposed.				
9-5.242	Suggest that Cable Sealing End (CSE) compounds should be relocated (no location given) and / or screened from view / Criticism of siting of CSE compounds	All Cable Sealing End (CSE) compounds have been sited after careful consideration of alternative sites. In the absence of new evidence or identification of further factors we consider the decision making to remain valid as set out in previously published Design Development Reports (available on the Project website). The siting has considered the effects on the National Landscape and consider factors set out in the Horlock Rules and assessed effects to communities and environmental factors. In the absence of new evidence or identification of further factors no change is proposed. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation as set out in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).			X	
9-5.243	Suggest that the Project has a lower ridge for pylons and that the Raydon Cable Sealing End (CSE) compound should be moved onto lower ground around Washbrook	National Grid notes the respondent's feedback regarding a potential alternative route. Alternatives on lower ground to the north and south of the alignment have been considered but are less preferred due to greater effects on residential properties and listed buildings. We are therefore not proposing a change to the alignment to the north of Raydon. More details on alternatives			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considered at this location can be found in the 2023 and 2024 Design Development Reports (available on the Project website). National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. No such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Raydon and Washbrook would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Alternative locations for the Cable Sealing End (CSE) compound have been assessed, however the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable.				
9-5.244	Suggest that after crossing Sandpits Lane by Lark Hall and running southwards in the direction of B1068, the Project takes a straighter alignment and runs down the far side of a field and joins up with the original point of the crossing on the B1068 (e.g. a more direct route will mitigate the impact on listed	National Grid is proposing to straighten the alignment as suggested by the respondent after crossing Sandpits Lane and turning south, the alignment will follow the western edge of the field more closely.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	property in the Dedham Vale National Landscape (formerly the Dedham Vale Area of Outstanding Natural Beauty (AONB)) including through noise and dirt)					
9-5.245	Suggest that Pylons TB12 and TB13 are as low in height and modern as possible / Suggest T-Pylons are used for Pylons TB12 and TB13	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials.			X	

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		Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report (available on the Project website)) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-5.246	Suggest that the Project should use High Voltage Direct Current (HVDC) technology throughout the Dedham Vale National Landscape (formerly the Dedham Vale Area of Outstanding Natural Beauty (AONB)) and in the area close to it between Raydon and Holton St Mary	National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). HVDC is not normally used across land as converting AC to DC and back again would require converter stations so it can be used in the rest of transmission network and the distribution network which is currently AC. These converter stations are a significant size and would be required at every interface with the wider AC network i.e. at Norwich, Bramford, East Anglia Connection Node (EACN) and Tilbury substations, the cost of these converter stations outweighs the benefits offered. Currently overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
9-5.247	Suggest the use of underground cables (using High Voltage Direct Current (HVDC) technology) should be extended to the Bramford Substation	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'*. Where no such			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Bramford Substation and Raydon would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
9-5.248	Suggest that during construction, construction traffic should access the underground cable construction site passing between Holton St Mary and Raydon via the B1068 and the haul road rather than via the B1070 through the village of Holton St Mary (e.g. mitigating impact on residents and avoiding the need for heavy construction traffic to navigate the narrow A12 junction / slip road at Four Sisters (A12 / B1070 junction))	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles this included the use of the historic railway alignment and access through Notley Enterprise Park. These alternatives were discounted through assessment and identification of constraints. The consultation has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		It is proposed that only the northbound side of Junction 31 of the A12 is used for construction access. National Grid's preliminary designs include upgrades to this junction as part of the Project works to improve the northbound acceleration lane.				
9-5.249	Suggest that the Project should be rerouted between Pylons TB66 and TB73 (around Broad Green, Surrex hamlet) given that it would create a danger to the operation of the Essex & Herts Air Ambulance, that operates out of Earls Colne Airfield (e.g. particularly as the A120 from Braintree to Marks Tey is a dangerous road, with regular serious accidents and fatalities)	Earls Colne Airfield is approximately 5 km from the alignment. As a result, it is assessed that neither fixed wing nor helicopter operations at the airfield would be impacted by the Project. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2). The ES Chapter 16: Traffic and Transport (document reference 6.16) has assessed the road collisions at the A120 between Coggeshall and Marks Tey interchange and it has been identified as a potential hotspot for accidents. In general collisions happened during daylight hours or with lights lit, with fine weather conditions and with a dry road surface and therefore no specific collision patterns were identified. Furthermore, the collision rate per annum is similar to the national average.			X	
9-5.250	Suggest that Pylon TB69 should be relocated away from the ancient oak tree	National Grid has completed surveys along the Project and no designated veteran trees or ancient woodland have been identified in the location of TB69. We have			X	

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		tried to route and site the Project in accordance with the Holford Rules where possible and moving TB69 would add an additional angle pylon. We are therefore not proposing a change to the location of TB69. A summary of the Holford Rules is provided within Appendix I22 of this report. We have undertaken an Environmental Impact Assessment (EIA) and the findings are presented in the Environmental Statement. This includes an Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) to assess the potential impact of the Project, and this has identified any need for additional mitigation.				
9-5.251	Suggest that underground cables and the Cable Sealing End (CSE) compound near Raydon (address provided by respondent) is relocated away from residential property (e.g. to mitigate impact on residents)	National Grid has considered the respondent's feedback and is proposing an alternative underground cable route moved to the east and connecting to the previously proposed Cable Sealing End (CSE) compound. This alternative alignment would move the Project further away from the respondent as requested. The location of the CSE compound has not been changed, alternative locations have been assessed, however the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable.			X	X
9-5.252	Suggest that the Cable Sealing End (CSE) compound at Raydon should be moved towards	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Chattisham and that the Project should use underground cables to Chattisham	under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Raydon and Chattisham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Alternative locations for the Cable Sealing End (CSE) compound have been assessed; however the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable.				
9-5.253	Suggest that the East Anglia Connection Node (EACN) should be relocated (e.g. to avoid the switch-back directly across the area), and, if not, suggest that the Project should continue from Ipswich to the east of Colchester (nearer Lawford) and then south, keeping to the east of Colchester	National Grid does not consider there to be cost savings from adopting alternative strategic proposals or routes. Our consideration of the strategic proposal that meets the identified needs of the Project concluded that it was most economic and efficient, and that effects would be reduced overall, by integrating the reinforcement need from the north of East Anglia with the need to connect new customers around the Tendring Peninsula. This was set out in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) and has been backchecked in the 2023 and 2024 Strategic Option Backcheck and Reviews (SOBR) (available on the Project website) and 2025			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		SOBR (document reference 7.17). In the absence of new evidence or further factors being identified this remains National Grid's preferred strategic proposal. Consideration of other route and corridor alternatives was published within the CPRSS (available on the Project website). We have continued to backcheck the strategic connection proposal and siting of the East Anglia Connection Node (EACN) substation, which is part of the holistic consideration of the most appropriate form of the Project. In the absence of further information or new factors we continue to consider this integrated approach to be preferred. Alternative corridors and routes east of Colchester were considered and have been backchecked with the constraints of the Special Area of Conversation (SAC) and Special Protection Areas (SPA) designations unchanged and still considered to require the adoption of a route not affecting these designations. National Grid has previously considered a number of alternative sites for the EACN substation during the initial siting work as set out in the CPRSS (available on the Project website). It was also considered in response to feedback as set out in the 2023 and 2024 Design Development Reports published in 2023 (available on the Project website) where we considered an alternative site to the west of the A12 which is in the area suggested by the feedback. The decision making about siting balances the environmental effects, technical consideration and cost arising from the substation and the connections to it for				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		both National Grid and the North Falls and Five Estuaries wind farms and the Tarchon project. We have reviewed this again and as set out in the 2025 Design Development Report (document reference 5.15) continue to consider the EACN substation as proposed to be the preferred location on the basis that an alternative further west presents multiple aspects of uncertainty and construction risk, reduces future flexibility, increases risks to programme for the customers and National Grid with potential for substantial constraint costs if programme is delayed.				
9-5.254	Suggest that the use of underground cables is extended to the west of West Bergholt (e.g. to mitigate impact on views)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project West Bergholt would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.255	Suggest that Pylons TB114 to TB116 and the haul road should run in the space to the south of the	National Grid has considered the respondent's feedback and we have amended the haul road to the south of the			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	proposed location, on the land boundary, and avoid significant temporary land take	alignment along the southern boundary. We are unable to move the alignment any further south due to the requirement to maintain an offset distance between the alignment and the ancient woodland.				
9-5.256	Suggest relocation of Pylon TB58 (e.g. to mitigate impact on farmland, flooding, businesses, wildlife, and residents) / Concern about the impact of Pylon TB58 (e.g. on Aldham Hall)	National Grid has considered the respondent's feedback and the location of pylon TB58. Alternative alignments in this location would be longer and less direct or would transfer or increase effects, we are therefore not proposing a change to the location of TB58. We have completed an Environmental Impact Assessment (EIA) that assesses the impacts of the Project on farmland, flooding, business, wildlife and residences such as Aldham Hall.	X		X	
9-5.257	Suggest underground cables are used for the Project over Brook Road	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Brook Road would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.258	Suggest that the Project is relocated between Pylons JC5 and JC30 in the Distribution Demand Residual (DDR) (north of Little Wenham) to the north of Brimlin Wood, 3 km away from Little Wenham (e.g. to mitigate visual impact on Little Wenham Church) / Suggest that the Project should be routed to the north of Brimlin Wood (e.g. on lower ground)	The alignment is at around 1.4 km distance from Little Wenham Church and given intervening screening from various woodland and buildings, National Grid does not consider the visual impact to be at a level that requires further mitigation in order to be consistent with Holford Rules and relevant policy. A summary of the Holford Rules is provided within Appendix I22 of this report. Additionally, the change proposed (to the north of Brimlin Wood, on lower ground) would transfer effects to other similar receptors in particular increasing effects to a scheduled moat and requiring the alignment to be routed close to a number of residential properties. We have completed a Landscape and Visual Impact Assessment (LVIA) (document reference 6.13) which includes an assessment of impacts at Little Wenham.			X	
9-5.259	Suggest that the use of underground cables is extended beyond Raydon Cable Sealing End (CSE) compound and north of historic Wenham	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Outstanding Natural Beauty)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Raydon and Great and Little Wenham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES) Chapter 13:				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Alternative locations for the Cable Sealing End (CSE) compound have been assessed; however, the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable.				
9-5.260	Suggest that the Project is located (at least 3 km) away from Little Wenham Hall / Little Wenham Castle	National Grid does not define a set distance from designated features as the basis to define the extent of separation from the Project infrastructure. The approach adopted responds to the specific circumstances of each location and is therefore guided by the nature of the feature, existing screening by landform or vegetation rather than a predefined standard. The alignment is at around 1.4 km distance from the buildings identified at Little Wenham and given intervening screening from various woodland and buildings, we do not consider the visual impact or effects on heritage to be at a level that requires further mitigation in order to be consistent with the Holford Rules and relevant policy. On this basis no change is proposed. A summary of the Holford Rules is provided within Appendix I22 of this report. We have completed a Landscape and Visual Impact Assessment (LVIA) which includes an assessment of impacts at Little Wenham. The LVIA is presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.261	Suggest that the Project is located at least 3 km away from heritage site (near Wenham) and that T-pylons should be used on lower ground at this location (e.g. to mitigate the impact of Pylon JC30 on Wenham)	National Grid does not define a set distance from designated features as the basis to define the extent of separation from the Project infrastructure. The approach adopted responds to the specific circumstances of each location and is therefore guided by the nature of the feature, existing screening by landform or vegetation rather than a predefined standard. The alignment is at around 1.4 km distance from the listed heritage assets near Little Wenham separated by intervening vegetation and buildings and beyond the setting of those listed assets. As such we do not consider the effects on heritage to be at a level that requires further mitigation in order to be consistent with the Holford Rules and relevant policy. On this basis no change is proposed. A summary of the Holford Rules is provided within Appendix I22 of this report. We have completed a Heritage Assessment as part of Chapter 11: Historic Environment of the ES (document reference 6.11) which assesses impacts at Little Wenham. Alternative alignments have been considered at this location, including those as suggested to be on lower ground, details of which can be found in the 2023 and 2024 Design Development Reports (available on the Project website). The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report (available on the Project website)) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-5.262	Suggest that the use of underground cables is extended beyond Pylon JC30 (e.g. to mitigate visual impact on the elevated ridge line to the north of Wenham)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project beyond JC30 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Alternative locations for the Cable Sealing End (CSE) compound have been assessed; however, the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.263	Suggest that T-pylons should be used south of Bramford (e.g. on lower ground)	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report (available on the Project website)) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-5.264	Suggest that Pylon TB27 should be relocated 100m to the south, so that Pylon TB25 is connected to the repositioned Pylon TB27 (e.g. to mitigate impact on trees; require less tree height management; require less work on visibility splays)	National Grid has considered the respondent's feedback and has reviewed an alternative alignment that would move TB27 south as suggested. This alternative would introduce an angle pylon close to residential properties to the south and would oversail residential gardens either to the north or south of the alignment. We are therefore not proposing to take this change forward. We have submitted an Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) which includes an assessment of tree loss and includes details of mitigation where required.			X	
9-5.265	Suggest that underground cables should be used for at least 5 km beyond the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) (e.g. to	National Policy Statement (NPS) EN-5 makes it clear that the government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	mitigate visual impact) / Suggest that overhead lines should be at least 5 km (ideally 10 km) away from the Dedham Vale National Landscape (e.g. to mitigate visual impact)	which includes nationally designated areas such as the Dedham Vale National Landscape (previously known as an Areas of Outstanding Natural Beauty (AONB)), potential adverse landscape and visual impacts of an overhead line that make it unacceptable in planning terms. National Grid has therefore adopted underground cable technology as mitigation within areas such as the National Landscape. Policy identifies no set distance (such as 5 km) by which such mitigation should be extended outside the National Landscape boundary. National Grid identifies the requirement for mitigation (whether by additional planting, type of pylon or choice of alternative technology such as underground cable) based on consideration of the potential effects that may arise on a case by case basis. This takes into account the specific details of the designation (including special qualities, key views etc) and local circumstances including landform and existing vegetation. This approach allows consideration of the predicted effects arising from cable or overhead line technology and the Cable Sealing End (CSE) compounds (the transition sites between technologies) rather than applying an arbitrary distance that may be too great or too small for the specific circumstances.				
9-5.266	Suggest that tunnelling is used to install underground cables at the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) (e.g. to	The installation of underground cable through the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) is mostly planned as open trench installation which means six			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	mitigate impact on wildlife, woodlands, and footpaths)	trenches would be excavated over the route, ducts would be installed, and the trenches backfilled. Underground cables would then be pulled through the ducts and once all works have been completed, the land would be reinstated. There are sections however where open trenching may not be suitable due to environmental and other constraints, and we have therefore proposed a trenchless excavation/installation method such as horizontal directional drilling. Tunnelling would potentially require head houses along the route at regular intervals for access egress, emergency escape and also for ventilation purposes. This would have a permanent impact on the landscape and so is not suitable with planning policy as would have significant effect on designated landscape. The construction activity would have a much greater impact as tunnel arisings are excavated and removed from site meaning much greater impact on traffic in the area. Materials such as precast tunnel sections and entry and reception chambers, Furthermore the cost is considerably more than the typical open cut methodology. Therefore, this would be increasing the cost for no additional gain in terms of impact of the Project on Dedham Vale National Landscape, so weighed in the balance, tunnelling is not value for money. The Environmental Statement (Volume 6 of the DCO application) provides an assessment of the Project during construction. An Outline Code of Construction				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Practice (CoCP) (document reference 7.2) has been prepared and submitted with the DCO application. This document provides commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase.				
9-5.267	Suggest that mitigation for repair / replacement of underground cables after their lifetime should be considered, such as pulling through conduit similar to tunnelling rather than encasing in sand cement mix / Concern that replacement of underground cables will impact landscape again in future (as replacement required every 40-60 years) and suggest that underground cables are sited in larger conduits to allow for replacement without disturbing the ground (like for Bramford to Twinstead reinforcement project)	The installation of underground cable through the National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) is mostly planned as open trench installation which means six trenches would be excavated over the route, ducts would be installed, and the trenches backfilled. Underground cables would then be pulled through the ducts and once all works have been completed, the land would be reinstated. There would be sections however where open trenching may not be suitable due to environmental and other constraints, and we would therefore have to consider a trenchless excavation/installation method such as horizontal directional drilling. All underground cable routes are laid using either open cut or trenchless crossing technology, ducting is then used to form the passage to which cables are then pulled through. This method enables the replacement of cables in the future without having to fully excavate the full route.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.268	Suggest that substations should be sited a minimum of 3 km outside the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB) (e.g. the East Anglia Connection Node is only 1 km away at present)	National Grid does not define a set distance from designated landscapes as the basis to define the extent of separation from the Project infrastructure. The approach adopted responds to the specific circumstances of each location and is therefore guided by the nature of the feature or designation, existing screening by landform or vegetation rather than a predefined standard. We do not consider the Special Qualities of the National Landscape to be impacted at a level that requires further mitigation in order to be consistent with Holford Rules and relevant policy. On this basis no change is proposed. A summary of the Holford Rules is provided within Appendix I22 of this document.			X	
9-5.269	Suggest that underground cables should be used from Bramford Substation to the Raydon Wings Airstrip (in the Ipswich Fringe Settlement area) (e.g. to mitigate visual impact)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'*. Where no such			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Bramford Substation and Raydon would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.270	Suggest that the Project is routed via farmland nearer Hadleigh (e.g. to mitigate impact on villages; to mitigate impact on expansion into the Ipswich Fringe Settlement area) (plan provided by respondent)	National Grid has considered the respondent's feedback. Routeing in this way would require a third overhead line parallel to the existing overhead line and the proposed Bramford to Twinstead Reinforcement. This would be a longer route that would need to cross both such overhead lines by use of an additional underground cable section between Cable Sealing End (CSE) compounds. While potentially deliverable, this transfers effects from one group of receptors to another group and at much greater cost and therefore provides a less economic and efficient solution which is less consistent with National Grids duties and relevant policies. This change is therefore not currently proposed to be taken forwards. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation.			X	
9-5.271	Suggest that the East Anglia Connection Node (EACN) is relocated to the north east of Colchester, linking up to the rerouting of the Project to the west of Stowmarket (e.g. to avoid need for the underground section at the Dedham Vale National Landscape (previously known as Dedham Vale Area of Outstanding Natural Beauty (AONB)), and the Project is then routed to the west of Coggeshall or to the north west of Witham or Fairstead	The feedback suggests a much more direct routeing for the Project positioning the alignment and East Anglia Connection Node (EACN) substation to the west of the Dedham Vale. This alternative requires much longer connections for the customer connections to the EACN substation and would require more corridors to be utilised with greater effects than arise from the single corridor for the Project. National Grid's consideration of corridor alternatives further to the west of the National Landscape (previously known as an Area of Outstanding			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Natural Beauty (AONB)) was published within the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website). We have continued to backcheck the strategic connection proposal and siting of the EACN substation, which is part of the holistic consideration of the most appropriate form of the Project. In the absence of further information or new factors we continue to consider alternatives west of the National Landscape to be less preferred. On balance, these were less preferred as they would be longer and therefore lead to effects over a much greater length to other receptors at greater cost than the route through the National Landscape. Undergrounding through the National Landscape is consistent with National Policy Statement (NPS) EN-5. The siting of Cable Sealing End (CSE) compounds (the transition sites between the overhead line and underground cable) has identified locations to reduce effects on the designation and consider the use of trenchless techniques – subject to ground conditions – to reduce certain construction effects. National Grid has previously considered a number of alternative sites for the EACN substation during the initial siting work as set out in the CPRSS. It was also considered in response to feedback as set out in the 2023 and 2024 Design Development Reports (available on the Project website) where we considered an alternative site to the west of the A12. The decision making about siting balances the environmental effects, technical consideration and cost				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		arising from the substation and the connections to it for National Grid and the North Falls and Five Estuaries wind farms and the Tarchon project. We have reviewed this again and as set out in the 2025 Design Development Report (document reference 5.15) continue to consider the EACN substation as proposed to be the preferred location on the basis that an alternative further west presents multiple aspects of uncertainty and construction risk, reduces future flexibility, increases risks to programme for the customers and National Grid with potential for substantial constraint costs if programme is delayed.				
9-5.272	Suggest relocation of East Anglia Connection Node (EACN) substation at Ardleigh (no location given) / Criticism of the siting of the East Anglia Connection Node (EACN) (e.g. due to impact on the environment, heritage, and ecology; as it is not located at the electrical load centre of the network and the route of the Project deviates to the proposed site; impact on PRoWs, including Footpath 158 28 and 29 from the railway line near the village to Morrow Lane and from Morrow Lane to Little Bromley Road)	National Grid has previously considered a number of alternative sites for the East Anglia Connection Node (EACN) substation during the initial siting work as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) (document reference 7.18). It was also considered in response to feedback as set out in the 2023 and 2024 Design Development Reports (available on the Project website) where we considered an alternative site to the west of the A12. The decision making about siting balances the environmental effects, technical consideration and cost arising from the substation and the connections to it for both National Grid and the customer infrastructure. We have reviewed this and continue to consider the EACN substation as proposed to be the preferred location. Other alternatives to the west (to avoid the cited deviation) present multiple	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		aspects of uncertainty and construction risk, reduce future flexibility, increase risks to programme for the customers and National Grid with potential for substantial constraint costs if programme is delayed. On this basis no change is proposed. An Environmental Impact Assessment (EIA) has been undertaken which includes assessment of Public Rights of Way (PRoW).				
9-5.273	Suggest that the East Anglia Connection Node (EACN) Substation at Ardleigh, along with the three other substations proposed to be built by Five Estuaries, North Falls and Tarchon, is relocated 300 m further east, or, if this is not possible, that the East Anglia Connection Node (EACN) substation at Ardleigh is relocated further east but still inside the red line area of the proposed substation	The siting of the East Anglia Connection Node (EACN) substation carefully considered the position of the EACN substation taking into account the presence of homes, physical constraints and environmental features. The change proposed in the feedback would lead to a repositioning of proposed EACN substation infrastructure beyond a mature hedge line providing a degree of filtering of views. This transfers potential effects from some properties currently benefitting from some filtering of views by vegetation to properties to the east without or with reduced filtering vegetation. This would also increase the length of cable at the additional cost of several million pounds and is not considered to be justified in light of effects arising from the proposed EACN substation positioning. On this basis it is considered to be less preferred and no change is proposed.			X	
9-5.274	Suggest that there should not be a pinch point of approximately 50 m on Hungerdown Lane where two 400 kV cables run (one underground and one overground), and a haul road has been proposed for	National Grid has considered whether this coincidence of overhead line and underground cable route, with temporary haul road can be avoided. This would only be possible by realignment of one of the connections further			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	the Project / Concern regarding the cumulative electromagnetic field (EMF) resulting from the two cables that are immediately adjacent at Hungerdown Lane (e.g. impact on health of residents and impact on ability to sell property)	south. This would increase the length of connection and for the overhead line, which would be the most appropriate to divert, be expected to require an additional pylon with a larger angle change. As such it would be less consistent with Holford Rule 3. A summary of the Holford Rules is provided within Appendix I22 of this report. Potential effects to residential properties on Hungerdown Lane would be transferred to a substantial degree to properties to the south and be expected to be increased on the potential minerals site (referred to as Martells 85 & 86). On this basis the change is less preferred, and no change is proposed. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. All the equipment which forms part of this Project, including the cumulative impacts of the overhead line and cables, has been demonstrated as being fully compliant with these polices, set to protect everyone. The Electric and magnetic field compliance				

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		report will be submitted as part of the Development Consent Order (DCO).				
9-5.275	Suggest that an access road from the recently constructed roundabout at Great Bromley should be used instead of upgrading the proposed road from the A120 for access (e.g. to avoid a continuous flow of lorries through the Little Bromley each day)	National Grid notes the respondent's feedback. This option has been considered, the route from the recently constructed roundabout would mean using Harwich Road and the B1029 requiring passing over and under the A120 where there are height and weight restrictions. This prevents access for our large transformer delivery vehicles which means they would be unable to cross the A120.			X	
9-5.276	Suggest that a temporary (or even permanent) haulage road could be constructed near Capel St Mary from the A12 straight across open land to the old Raydon Airfield (where Notley Enterprise Park is situated), as there is an existing disused railway track that could be used depending on the optimum route from the A12 to Raydon Airfield (e.g. to avoid construction traffic on the proposed route through Holton St Mary), and suggest that Raydon Airfield could be used as a Materials Lay Down site, given that it is existing infrastructure and would not involve further construction on a road junction close to a 90 degree bend	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles this included the use of the historic railway alignment and access through Notley Enterprise Park. These alternatives were discounted through assessment and identification of environmental constraints. The consultation has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction. A construction laydown area is proposed to be located at the historic Raydon Airfield in our design proposals presented at consultation, and we are continuing the propose to use this location following feedback received during consultation.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.277	Suggest that a new haul road using the route of the old railway line from Bentley to Raydon is used, making use of the A12 Junction 32B and link with Notley Enterprise Park (disused Raydon Airfield) North of the Materials Lay Down area, and suggest that the construction compound could then be relocated away from the planned B1070/Acacia Road junction (e.g. to mitigate visual impact on the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)). Suggest that, following the completion of the Project, this new link could be adopted by National Highways and relieve Holton St Mary of heavy traffic permanently and make any need for alterations at Junction 31 unnecessary	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles this included the use of the historic railway alignment and access through Notley Enterprise Park. These alternatives were discounted through assessment and identification of environmental constraints. The consultation has raised the option identified an opportunity to construct utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. This route It is now proposed as the access route that this route would act as a to bypass for Holton St Mary during construction. Whilst noting the request to retain this haul road after construction is complete. National Grid is seeking consent for a temporary haul road, rather than a permanent road design to an adoptable standard. National Grid has also carefully considered the feedback received during the statutory consultation for this construction compound. The proposed compound between Raydon and Holton St Mary serves underground cabling works between the proposed Cable Sealing End (CSE) compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land adjacent to Notley Enterprise Park will increase the distance that construction vehicles must travel from the primary access route by approximately 1.5-1.8 km.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Approximately two thirds of the cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements from the compound to work sites along the underground cable alignment.				
9-5.278	Suggest the use of underground cables at Little Wenham Hall / Little Wenham Castle / historic Wenham (3km)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Little Wenham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Alternative locations for the Cable Sealing End (CSE) compound have been assessed; however, the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable.				
9-5.279	Suggest that the East Anglia Connection Node (EACN) should be relocated further away from the Dedham Vale National Landscape (previously known	We have considered this feedback and note that the Project is unrelated to the convertor stations at Friston which are associated with other customer connections			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) (e.g. given that the proposed the location is only 1.2 km outside the National Landscape and likely to result in legal challenge), and that the three High Voltage Direct Current (HVDC) converter substations should be considered when deciding a new location for the EACN (e.g. so that additional infrastructure at Friston is not needed)	and separate justification processes for their siting. Additionally, only one of the customers proposed to connect at the East Anglia Connection Node (EACN) substation is utilising High Voltage Direct Current (HVDC) technology. In respect of the request to increase the distance from the EACN substation to the Dedham Vale National Landscape we do not define a specific distance to be complied with when siting such infrastructure but consider siting on a case by case basis informed by the attributes of the site and effects on the Special Qualities. In the case of the EACN substation, we do not consider that the EACN substation, nor the connection infrastructure to it, would have effects that are inconsistent with relevant policy for the National Landscape. On this basis, we do not consider further distance to be required, and no change is made.				
9-5.280	Suggest that pylons are not used at the southern boundary of the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	National Grid has carefully considered the feedback proposing to extend the use of underground cable between Great Horkesley and Ardleigh, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'. No such designations are present between Great Horkesley and Ardleigh, nor is this area, within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While we consider that landscape and visual effects between Great Horkesley and Ardleigh, may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.281	Suggest that construction compounds, laydown sites, and access roads should be relocated away from the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	The Project requires access to the cable corridor for construction, including in the Dedham Vale National Landscape. The proposed construction access strategy has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors, using a combination of more suitable Local Road Network connections from the Strategic Road Network, and Temporary Haul Roads for access along the proposed alignment. Further details of the Construction Routing Strategy are provided in Section 5.4 of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), Construction compounds and laydown areas are located close to the Primary Access Routes which offers traffic and logistical benefits. National Grid has sought to reduce, as far as practicable, impacts on Dedham Vale National Landscape through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through careful siting of Cable			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Sealing End (CSE) compounds, access roads and laydown areas, and through changes to the alignment and proposals for trenchless crossings. The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. National Grid considers the siting of the CSE compounds, access roads and laydown sites to be appropriate in terms of the avoidance of impacts on Dedham Vale National Landscape.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.282	Suggest that National Grid retain the irrigation main which runs around the Houchins Farm (plan provided by respondent)	The proposals to the southeast of Houchins Farm are to install two new pylons (TB70 and TB71 and associated overhead line. A stone haul road to both pylons and a stone working area at each pylon location are required to facilitate the construction of the pylons. Additionally, a conductor stringing work (trackway matting) area is required at TB70 and south of TB71 scaffolding is required to enable netted protection of the Colchester Road (A120) during stringing of the overhead lines. All construction activities would be refined at detailed design and would take account of and would avoid or protect private drainage and irrigation where practical. National Grid and our main works contractors would continue to engage landowners to minimise any disturbance.			X	
9-5.283	Suggest that an alternative permanent access route is used by National Grid to mitigate impact on Houchins Farm (plan provided by respondent)	National Grid has considered the respondent's feedback and is proposing a change to this permanent access to the new route as requested by the respondent.			X	X
9-5.284	Suggest that existing tarmacked bellmouths be used, rather than creating additional hard accesses from the A120 and that the road is surveyed to assess the viability of the existing access points	For the proposed bellmouth junctions, the most suitable location for the proposed access point, and access to the haul roads, has been determined with consideration of road geometry, maximising junction visibility and other site-specific constraints. Locations have, where appropriate, been chosen to minimise the impact on trees and hedgerows. Existing land/field accesses have been used where they are considered to be suitable locations as determined by the above assessment criteria.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid has worked with National Highways to develop proposals for access routes from their Strategic Road Network, which the A120 is part of, including visibility assessments and identification of necessary highway improvement works.				
9-5.285	Suggest that National Grid consider respondent's proposal to host proposed compound as part of the Project on their land instead of their neighbour's land (plan provided by respondent)	National Grid has considered the respondent's feedback and are unable to accept the respondent's proposed location for the laydown area. This is due to the need for the compound to be located close to the works and south of the A120 as it is servicing the route to the south of here.			X	
9-5.286	Concern that the redline order limits include Public Footpath Feering 4 / Kelvedon 4 / Suggest that the route is moved to either south of Mill Lane and Mill Cottages or north of Feeringbury, the sewage works and Half-Way Cottages, which would avoid Feering and Kelvedon Footpath 4 and also be north of Feering Footpath 22 and Kelvedon Footpaths 3 and parts of Footpath 2	National Grid has considered the respondent's feedback; a more northern route would take the alignment closer to and between listed buildings at Feeringbury and Coggeshall which have a historic link. It would also take the alignment over a sewerage treatment works which introduces a technical constraint, we are therefore not taking this change forward. A change to the alignment has been made which would move pylon TB77 (as in between TB75 and TB79) south of Mill Cottages and then reconnect with the alignment at TB80 (now TB82). This change goes some way to addressing the concerns of the respondent.	X			X
9-5.287	Suggest that the underground section of the Project near Raydon is realigned so that Pylon JC31 is the final pylon before switching to underground cables (e.g. to improve safety at Raydon Airfield, as this	National Grid has appointed an independent aviation consultancy which has engaged with the operators of Raydon Wings airfield (with National Grid also present) to inform their impact assessment. The overhead line			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	location is approximately 1 km away, whereas Pylon JC33 as currently proposed is only 300 m from the airfield)	alignment is assessed to be at a sufficient distance to the north of the runway to ensure that overflight is not required on takeoff or landing. Furthermore, the alignment need not impact existing flying circuits to the north as overflight is assessed to be at a safe distance. In view of the assessment conclusions, further changes to the overhead line alignment have not been implemented as there is considered to be insufficient justification for the proposed extension of the underground cables on grounds of safety. We will continue to engage with the airfield operator to confirm the acceptability of the design. Further information on the assessment of airfields can be found in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-5.288	Suggest that underground cables in the region of Birchwood Road, adjacent to the A12, are located as far west as possible to reduce the impact of construction to the properties along Boxhouse Lane	National Grid has considered the respondent's feedback to move the underground cable alignment further west along Birchwood Road. We are not proposing a change to the alignment at this location as the suggested route would not be feasible due to restrictions in the turning radius for underground cables. The route suggested would also be longer and less direct.			X	
9-5.289	Suggest that the construction compound and construction laydown area on Birchwood Road is relocated to reduce the potential visual harm to Dedham Vale National Landscape (previously known	National Grid has considered the respondent's feedback to move cable construction compound JC-C4 and the adjacent construction laydown area. We are not proposing a change to the location of these areas as			X	

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	as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	they need to be connected to the Primary Access Route. As there is no alternate option for the Primary Access Route that could provide the same access point off the A12 for the underground cable compound which is required to be in close proximity to the strategic road network. Moving the compound away from the strategic road network would create more vehicle movements and therefore increasing any disruption. It should be noted that the construction compound and construction laydown area are temporary for use during construction and will be removed once construction is complete and land reinstated.				
9-5.290	Criticise that the proposed Primary Access Route (PAR 27) - Birchwood Road, Dedham is not appropriate and should not be used (e.g. to mitigate road safety risk, impact on residents, traffic issues, etc)	National Grid has worked with the local highway authorities and National Highways to develop our access proposals for the Project. Our strategy, which has included assessment of visibility and highway geometry, has been completed for Birchwood Road and we have carefully assessed the necessary measures to enable its use. Road safety audits of all proposed junctions have been undertaken and assessed by the local authorities.			X	
9-5.291	Suggest that the project is moved at least 400m away from residential property in the Tendring area (e.g. as a pylon is proposed only approximately 136 m away from property as present	National Grid does not use standard minimum distances as a routeing consideration. We utilise the Holford Rules informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		TB11 and TB12 are approximately 130 m from the nearest residential property. Its positioning is constrained locally by roads, residential properties and limitations on adjacent pylon adjustments. As a result, its positioning has not been able to be adjusted. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). This assesses the impact of the Project and identifies the need for additional mitigation if required. The LVIA can be found in ES Chapter 13: Landscape and Visual (document reference 6.13).				
9-5.292	Suggest that the use of underground cables for the Project is extended to start at Pylon TB11 (plan provided by respondent), and query as to why it is planned to use underground cables and overhead line in this area at present	National Grid has carefully considered the feedback proposing to extend the use of underground cable between Great Horkesley and Ardleigh, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. No such designations are present between Great Horkesley and Ardleigh, nor is this area, within the setting of such a designated area			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While we consider that landscape and visual effects between Great Horkesley and Ardleigh, may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		that we do not consider underground cable to be preferred through this section.				
9-5.293	Suggest that Pylon TB46 is relocated away from Fossetts Lane (e.g. due to spring flow and water dependant habitats; due to impact of views of Woodland Trust land)	National Grid has considered the respondent's feedback, the location of TB46 is constrained by woodland and a water pipeline. We have routed and sited the alignment in accordance with the Holford Rules where possible and moving TB46 would make the alignment in this section longer and less direct and would also result in additional angles. A summary of the Holford Rules is provided within Appendix I22 of this report. We have reviewed alternative alignments in this area; however, all were less preferred, therefore we are not proposing a change to the location of this pylon.			X	
9-5.294	Suggest that Pylon TB47 is relocated away from small reservoir (e.g. due to visual impact; due to archaeological impact)	National Grid has sought to reduce, as far as practicable, impacts on the landscape and historic environment through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through changes to the route alignment. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment, which includes an assessment of landscape and visual effects resulting from the Project. This includes near pylon TB47, which is located near Fordham in Section D. The reservoir sits within Visual Receptor Areas (VRA) D5 – Fordham. The LVIA is presented in the Environmental Statement Chapter 13: Landscape and Visual (document reference 6.13). Visual effects are presented in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Whilst the overhead line does not directly oversail the reservoir, it lies approximately 60 m from the centre of the alignment. The Project would be visible in close views, seen on the skyline and appear prominent in views. The LVIA reported major visual effects within 0.5 km of the overhead line for VRA D5 Fordham, during construction and during operation. At this location, there is scattered settlement to the southwest of Fordham. Residential receptors are considered to be of high sensitivity to an overhead line. Areas of woodland and hedgerow trees are present within the river valley associated with the River Colne. The route seeks to				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		avoid these constraints and route equidistant between them where possible, hence the selected location of the route within 60 m of the reservoir. No mitigation is proposed at this location.				
9-5.295	Suggest that Pylon TB41 is relocated away from line of sight with Rams Farm Road running west to east from Fordham (e.g. as the road crests at a high point where the field and valley open up and the pylon will be directly in line)	National Grid has considered the respondent's feedback. We have reviewed alternative alignments in this area; however all were less preferred, therefore we are not proposing a change to the location of this pylon. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation.			X	
9-5.296	Suggest that haulage road/side road north of Pylon TB46 is relocated to avoid large section of open land (e.g. due to impact on wildlife and plants)	National Grid has considered the respondent's feedback. For the proposed haul road and bellmouth junctions, the most suitable location for the proposed access point, and access to the haul roads, has been determined with consideration of road geometry, maximising junction visibility and other site-specific constraints. Locations for the haul road and bellmouths have, where appropriate, been chosen to minimise the impact on trees and hedgerows. National Grid is working with National Highways to develop proposals for access routes from their Strategic Road Network, including visibility assessments and identification of necessary highway improvement works.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.297	Suggest that the Project is rerouted between Pylons TB35 and TB45 to avoid valley to the east towards Hillhouse Wood (e.g. to mitigate on birds of prey)	National Grid previously set out in the 2024 Design Development Report (available on the Project website), our consideration of an alternative route through Hemp's Green. We have backchecked this alternative following further feedback from the statutory consultation, the western alternative route remains less favoured on the basis of technical considerations. The western alternative is around 0.6 km longer, requires an estimated additional three pylons and requires three additional angle pylons and therefore is a less economic option. Overall, the western alternative, would be a longer less economic and efficient route with more pylons and angle pylons. It would also potentially increase effects in respect of construction within a flood zone (but subject to micro-siting this difference may be avoided) and be likely to increase effects on heritage assets including a Grade I listed building. National Grid also notes that the alignment is consistent with policy and overall considers that there would be insufficient benefits from potentially reduced residential amenity and landscape effects of the western alternative to offset the technical concerns and additional infrastructure required to deliver it. On this basis no change to the alignment is proposed.			X	
9-5.298	Suggest that the East Anglia Connection Node (EACN) should be relocated to next to a large road (e.g. the A120)	National Grid has previously considered a number of alternative sites for the East Anglia Connection Node (EACN) substation during the initial siting work as set out in the Corridor and Preliminary Routeing and Siting			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Study (CPRSS) (document reference 7.18). It was also considered in response to feedback as set out in the 2023 and 2024 Design Development Reports (available on the Project website), where we considered an alternative site to the west of the A12. The decision making about siting balances the environmental effects, technical consideration and cost arising from the substation and the connections to it for National Grid and the North Falls and Five Estuaries wind farms and the Tarchon project. Accessibility to the strategic road network was part of the decision making and we considered a site adjacent to the A120 as part of that. Overall, this site was less preferred due to the effects arising from a double overhead line connection likely to be the preferred connection option. In the absence of new evidence or information about further factors relevant to the decision, we have reviewed this again and as set out in the 2025 Design Development Report (document reference 5.15) continue to consider the EACN substation as proposed to be the preferred location, on the basis that an alternative further west presents multiple aspects of uncertainty and construction risk, reduces future flexibility, increases risks to programme for the customers and National Grid with potential for substantial constraint costs if programme is delayed.				
9-5.299	Suggest that Pylons TB16 to TB19, and the haul road, are relocated to avoid farmland (e.g. to mitigate impact on irrigation on the fields they cross	We have reviewed this feedback and are of the view that an alternative route to avoid the fields between TB16 and TB19 would transfer effects to other similar			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	and to prevent the sand and gravel on the farmland underneath from being sterilised)	receptors and lead to an increased level of effects. A range of homes, environmental features and other constraints such as the reservoir (existing and proposed), provide limitations to routeing further to the south. Any route that was developed will be expected to have to divert to the north and in particular lead to greater effects. These include greater effects on woodland (which is less consistent with Holford Rule 2) with a route expected to be closer to other residential properties (less consistent with Holford Rules Supplementary Notes) and have greater effects on other established businesses. A summary of the Holford Rules is provided within Appendix I22 of this report. The minerals site is subject to consultation for inclusion in the plan and the extent of abstraction and how it may interact with the pylon positions remain uncertain. Due to the other restrictions set out above it is not possible to avoid crossing the site though pylon positioning has restricted this to one pylon within the site. It is acknowledged that this may lead to sterilisation of some of the potential minerals but is unavoidable. On this basis, and given some flexibility to reduce effects, no change is proposed.				
9-5.300	Criticism that Pylons JC1 to JC4 will result in overdevelopment of the Bramford Substation and are sited to the west of the Substation where they will be exposed due to lack of natural land cover	The position of JC1 to JC4 is dictated by the layout of the existing substation, substation extension and other adjacent infrastructure. Any movement to the east is restricted by the presence of other lower voltage substation infrastructure. We have undertaken an			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation with none identified to be required here.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change						
9-5.301	Criticism that the Project alignment requires a greater footprint than needed by entering the Bramford Substation from the north-west, exiting from the south-west, routeing east and then south	The position of the line entries to Bramford Substation is dictated by the layout of the existing substation, substation extension and other adjacent infrastructure. It also takes into account the potential for cumulative effects with existing 132 kV overhead lattice pylon lines (some of which are proposed to be replaced by underground cable connections) and existing and currently under construction 400 kV overhead lines. The footprint has been reduced as far as possible. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation with none identified to be required here.			X	
9-5.302	Suggestion to use Gas Insulated Lines (GIL) to reduce the number of pylons and reroute the exit to less exposed ground at the Bramford Substation	National Grid is constantly looking into new innovations and investigating alternative technology types. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: • increasing operational voltages on existing network to above 400 kV; • Alternating Current (AC) overhead lines (established technology); • alternative pylon types; • AC underground technology; • High Voltage Direct Current (HVDC) overhead line and underground cables; and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		• Gas Insulated Line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances. Regarding the re-routeing onto less exposed ground out of Bramford, there are constraints in terms of the existing 400 kV network and proposed modifications as part of the new Bramford to Twinstead Reinforcement along with a proposed third party development, as a result the alignment is being taken forward and involves the undergrounding of two existing Distribution Network Operator overhead lines to be replaced with our overhead line.				
9-5.303	Suggestion to route the pylons from Bramford Substation to the east, where the ground is lower, so the pylons will have less visual impact	National Grid has considered alternative routes for the JC section of overhead line. The initial position of the route from the substation is dictated by the layout of the existing substation, substation extension and other adjacent infrastructure. It also takes into account the potential for cumulative effects with existing 132 kV overhead lattice pylon lines (some of which are proposed to be replaced by underground cable connections) and existing and currently under construction 400 kV overhead lines. Movement to the east was considered but requires additional length of connection at greater change of angle and is less consistent with Holford Rule 3. Whilst the potential for increased consistency with Holford rule 4 / 5 is noted, this is only achievable by routeing more closely to a			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		number of residential properties and on balance this is less preferred. A summary of the Holford Rules is provided within Appendix I22 of this report. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation with none required here.				
9-5.304	Suggest that the Project uses underground cables at the Bramford Substation, at the very least from the substation entry through to pylons being well away from high, prominent and exposed ground and historic sites	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Bramford Substation would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.305	Suggest that the use of underground cables between Roydon Wings Airstrip and Ardleigh East Anglia Connection Node (EACN) is continued from Langham across to the underground section at Great Horkesley, to avoid Ardleigh and surrounding areas, and suggest that the EACN is built elsewhere	The two parts of the feedback are inter-related as the positioning of the East Anglia Connection Node (EACN) substation dictates the need for underground cable connection. Therefore, dealing with the EACN substation siting first, National Grid has previously considered a number of alternative sites for the EACN substation			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	between Langham and Horkesley (e.g. to avoid the detour, extra costs and mitigate impact on the environment)	during the initial siting work as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS). It was also considered in response to feedback as set out in the Design Development Reports published in 2023 and 2024 (available on the Project website) where we considered an alternative site to the west of the A12 on the former Royal Air Force (RAF) Boxted. This feedback specifically suggests an area covering this site and potentially others further west (though for sites further west the same issues arise). This site and others further west present additional challenges as the North Falls and Five Estuaries wind farms and the Tarchon project all need to get to the EACN substation, wherever it is located. The decision making about siting balances the environmental effects, technical consideration and cost arising from the substation and the connections to it for National Grid and the North Falls and Five Estuaries wind farms and the Tarchon project. We have reviewed this against this alternative suggestion and as set out in the 2025 Design Development Report (document reference 5.15) and continue to consider the EACN substation as proposed to be the preferred location on the basis. The same challenges apply to the suggested location as to the other site near the A12. These present multiple aspects of uncertainty and construction risk, reduce future flexibility, increase risks to programme for the customers and National Grid with potential for substantial constraint costs if programme is delayed. On this basis no change is proposed.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.306	Suggest underground cables should be extended beyond the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) to Badley Hall so that underground cables are used both into and out of the East Anglia Connection Node (EACN)	National Grid has carefully considered the feedback proposing to extend the use of underground cable between Great Horkesley and Ardleigh, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. No such designations are present between Great Horkesley and Ardleigh, nor is this area, within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While we consider that landscape and visual effects between Great Horkesley and Ardleigh, may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.307	Suggest that Pylon TB58 is placed underground like other utilities in the area	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, tthe starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at TB58 would meet the thresholds established by paragraphs				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.308	Suggest that the Project is routed away from Tunmers Farm to mitigate impact on wildlife, and that the principles of the mitigation hierarchy are followed (e.g. do everything possible first and then minimise impacts on biodiversity)	National Grid notes the respondent's feedback to route away from their farm. We have routed the underground cable alignment balancing the need to be economic and efficient with reducing impact on the environment where possible. Routes to the east and west of the alignment at this location are less preferred as they would result in a longer, less direct route or would increase impacts such as woodland loss. We are therefore not proposing a change to the alignment at this location. Potential direct and indirect impacts on important ecological features have been considered within Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. The mitigation hierarchy has been at the forefront of routeing decisions, with ecological mitigation proposed only where impacts cannot be completely avoided.			X	
9-5.309	Suggest that the Project uses underground cables from Roydon to Washbrook	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		give rise to significant adverse effects (in environmental impact terms), we do not consider the Project from Roydon to Washbrook would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.310	Suggest that the Cable Sealing End (CSE) compound should be moved away from Raydon to Pylon JC20 and cables should be underground until there (otherwise the Project would mean that Little Wenham is boxed in a corridor with the A12 road and pylons on higher ground)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Raydon and JC20 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Alternative locations for the Cable Sealing End (CSE) compound have been assessed, however the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.311	Suggest that the Cable Sealing End (CSE) compound should be relocated northwards to the Chattisham area, north of Brimlin Wood (otherwise the Project will be located on high ground and the Roydon CSE compound would be visible from the Dedham Vale)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Raydon and Chattisham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Alternative locations for the Cable Sealing End (CSE) compound have been assessed, however the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable.				
9-5.312	Suggest that the East Anglia Connection Node (EACN) is relocated to be sited between Langham and Great Horkesley on agricultural land (e.g. to mitigate impact on Ardleigh, and to avoid the need for the major works on the main A12)	National Grid has previously considered a number of alternative sites for the EACN substation during the initial siting work as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published in 2022. It was also considered in response to feedback as set out in the Design Development Reports published in 2023 and 2024 (available on the Project website) where we considered an alternative site to the west of the A12 which is in the area suggested by the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		feedback. The decision making about siting balances the environmental effects, technical consideration and cost arising from the substation and the connections to it for National Grid and the North Falls and Five Estuaries wind farms and the Tarchon project. We have reviewed this again and as set out in the 2025 Design Development Report (document reference 5.15) continue to consider the EACN substation as proposed to be the preferred location on the basis that an alternative further west presents multiple aspects of uncertainty and construction risk, reduces future flexibility, increases risks to programme for the customers and National Grid with potential for substantial constraint costs if programme is delayed.				
9-5.313	Suggest that no other access routes to Pylon TB99 be included in the Development Consent Order (DCO) application and that access is taken on the marked route only (plan provided by respondent)	National Grid has considered the respondent's feedback and has amended this permanent access route for TB99 (now TB101) as requested by the respondent.			X	X
9-5.314	Suggest that the haul road through land affected by Pylon TB99 should follow the southern headland of the field (plan provided by respondent)	National Grid has considered the respondent's feedback, while it is not possible to follow the exact route requested by the respondent, as the working area for the pylon will be located in that area of the field meaning there is no space for the haul road there, we have amended the haul road at TB99 (now TB101) to reduce impacts.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.315	Suggest that underground cables should be used for the Project north of Brimlin Wood (at least 3 km from Little Wenham Hall)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Little Wenham nor if it was to be located north of Brimlin Wood would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Alternative locations for the Cable Sealing End (CSE) compound have been assessed, however the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable.				
9-5.316	Suggest that underground cables should be used for the Project on the higher ground north of Little Wenham Hall	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Raydon and north of Little Wenham Hall would meet the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Alternative locations for the Cable Sealing End (CSE) compound have been assessed, however the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable.				
9-5.317	Suggest that the Cable Sealing End (CSE) compound at Raydon should be moved further away from Little Wenham and the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project north of Raydon would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Alternative locations for the Cable Sealing End (CSE) compound have been assessed, however the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.318	Suggest that Pylons TB13 and TB14 should be relocated (e.g. away from lake) / Concern about impact of Pylons TB13 and TB14 (e.g. on angling business)	National Grid notes the respondent's feedback. The alignment in this area is restricted by the proximity to residential properties and their gardens and constraints to routeing including the need to cross a reservoir. This does mean oversail of the waterbody used for fishing. The avoidance of oversail of the small water body could only be achieved by a series of five angle pylons and an additional pylon. On balance, National Grid considers that maintaining a straighter alignment with fewer angles is more consistent with the Holford Rules and National Grid's duties albeit that angling activity would need to be terminated to ensure safety distance of angling being no closer than 30 m from the conductors could be maintained. A summary of the Holford Rules is provided within Appendix I22 of this report. The restriction to angling does not preclude continued use of the Public Rights of Way (PRoW) to the south of the site or broader use of the site as open space. Therefore, no change is proposed in this location. National Grid's lands team will continue to work with landowners and appointed agents to answer any questions or concerns. If you have further questions or need additional details, please do not hesitate to contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-5.319	Suggest that the Project is rerouted to take a straight line from Pylons TB73 to TB81 (e.g. to avoid Pylon TB75 on high ground)	National Grid has considered the respondent's feedback, a straight route from TB73 and TB81 (as in between TB70 and TB83) would take the alignment closer to and between listed buildings at Feeringbury and Coggeshall which have a historic link. It would also take the alignment over a sewerage treatment works which introduces a technical constraint. We are therefore not proposing to straighten the alignment between TB73 and TB81.			X	
9-5.320	Suggest that the haulage tracks to the west of Old Road and south of Skye Green Road are rerouted with local knowledge to mitigate the loss of good land and the use of existing tracks	National Grid notes the respondent's feedback. The access routes referred to, to the west of Old Road, and south of Skye Green Road are permanent access routes that are required to enable access for future surveys and maintenance of the pylons, should this be required. No construction is proposed for this permanent access route and existing tracks are proposed to be used where possible. The haul road which is to be used for construction is to the west of the alignment at this location and will be removed after construction and land returned to its previous state.			X	
9-5.321	Suggest that the Project uses T-pylons from Raydon to Chattisham	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		2025) confirms that whilst T-pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T-pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report, (available on the Project website)) where there may be a design option for the use of T-pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T-pylons are not proposed for the Project.				
9-5.322	Suggest that Pylons TB54 and TB55 are relocated, or underground cables are used instead (e.g. to mitigate financial impact on residents and disruption caused) / Concern about the impact of Pylons TB54 and TB55 (e.g. on residents), and the construction laydown area for Pylon TB54 (e.g. impact on residents and roads)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at TB54 and TB55 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.323	Suggest that Pylons TB66 to TB69 and the haul road are relocated to mitigate impact on Upp Hall Farmhouse (e.g. impact on historic hedges, drainage, wildlife, residents, visual impact, etc)	National Grid has considered the respondent's feedback and is proposing a slight change along the alignment to ensure adequate clearance to the gas storage tanks. Part of the Order Limits that was shown over the farms sheds was an existing 11 kV overhead line that was to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		be removed and placed underground to enable the Project to cross over this area. The amount of 11 kV overhead line being undergrounded has now been reduced and therefore does not cross the sheds. Alternative alignments between TB66 and TB69 would take the alignment closer to a Grade I listed church and to other residential properties to the south or would be a longer and less direct route that would result in a greater loss of woodland and transfer effects to properties to the north. We are therefore not proposing an alternative alignment at this location.				
9-5.324	Suggest that underground cables are used instead of Pylon TB68	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at TB68 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.325	Suggest that use of underground cables at Raydon Airstrip is extended further away from the ENE toward Bramford and that the Cable Sealing End	National Grid has appointed an independent aviation consultancy which has engaged with the operators of Raydon Wings airfield (with National Grid also present)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	(CSE) compound is relocated further away from the ENE to Pylon JC21 at some 3km away or at the very minimum to Pylon JC26 (approx 1.5 km away), so that Pylons JC33 and JC34 are further away from Raydon Airstrip	to inform their impact assessment. The overhead line alignment (including the Cable Sealing End (CSE) compound) is assessed to be at a sufficient distance to the north of the runway to ensure that overflight is not required on take-off or landing, and that approaches are therefore not impacted. Furthermore, the alignment need not impact existing flying circuits to the north as overflight is assessed to be at a safe distance. We will continue to engage with the airfield operators to confirm the acceptability of the design. Alternative locations for the CSE compound have been assessed, however the current location is preferred in terms of technical feasibility. In view of the assessment conclusions, the proposed relocation of the CSE compound further north, increasing the length of underground cable, cannot be justified on grounds of aviation safety. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-5.326	Suggest that the Project should be routed west of the Aldham Church (e.g. to take advantage of reduced visibility that the lower ground/valley would provide not on the top of a crest)	National Grid has considered the respondent's feedback. However, it is not possible to route to the north or west of Aldham without undue diversion, thereby making the route longer and less direct and/or oversailing residential gardens. This would be contrary to the Holford Rules. We have therefore not changed the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		route around Aldham. A summary of the Holford Rules is provided within Appendix I22 of this report. We have undertaken a Landscape and Visual Impact Assessment (LVIA) which assesses the impacts of the Project including visual impacts. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.327	Suggest that the East Anglia Connection Node (EACN) is relocated to a brownfield site (e.g. in Bradwell or Grain)	The identification of the site for the East Anglia Connection Node (EACN) substation has considered a number of other locations although no brownfield sites of sufficient size have been identified. The reinforcement need being met by the Project could potentially be met by a connection to Grain but as set out in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website), and confirmed in subsequent back checks, would be at considerably increased costs and therefore, would be less economic and efficient and not preferred. Alternatives to make the EACN substation connections at Bradwell have been considered in the 2023 and 2024 Design Development Reports (available on the Project website) but were considered less preferred. The overhead line from Bradwell has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt however this onward connection via Rayleigh to Tilbury is also constrained by	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		urban development and further designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell or Grain point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects. No change is therefore proposed.				
9-5.328	Suggest that underground cables are used from the East Anglia Connection Node (EACN) to Pylon TB21 to reduce the impact on Ardleigh village	National Grid has carefully considered the feedback proposing to extend the use of underground cable between TB21 and Ardleigh, the alternatives available, and other relevant considerations. These include our			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. No such designations are present between TB21 and Ardleigh, nor is this area, within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore the starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		visual effects from the Project. While we consider that landscape and visual effects between TB21 and Ardleigh, may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.329	Suggest that the pylons at Ardleigh should be moved further north of the village to the fields alongside the road named 'Hunters Chase'	National Grid notes the respondent's feedback and has reviewed the suggested alternative. This suggested change would move the pylons further away from Ardleigh but place them within the setting of the National Landscape and therefore in conflict with Holford Rule 1 and the National Policy Statement EN-5. Connecting pylons in this location to the East Anglia Connection Node (EACN) substation and back to the route to Tilbury would also be less direct with more and larger angle changes (less consistent with Holford Rule 3) and be expected to increase community and environmental effects through much closer proximity to residential property (including some unavoidable oversail), increased loss of woodland amongst other effects (less consistent with Holford Rule Supplementary Notes and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Rule 3). On this basis it is less preferred, and no change is proposed. A summary of the Holford Rules is provided within Appendix I22 of this report.				
9-5.330	Suggest that the Project should be routed directly south from the East Anglia Connection Node (EACN) rather than circling around the village of Ardleigh	The 2022 Corridor and Preliminary Routeing and Siting Study (available on the Project website) considered routes passing to the east and south of Colchester but did not take them forward due to the effects on Special Area of Conservation (SAC) and Special Protection Area (SPA) designations. The legislation is such that routes where such effects are absent or reduced must be taken forward where available. The proposed route for the connection to the north and west of Colchester meets this requirement. In the absence of new information or identification of new factors no change is proposed. An overhead line connection passing to the south of Ardleigh and reconnecting around TB15 was also considered, as set out in the 2025 Design Development Report (document reference 5.15), but would lead to increased heritage effects by crossing a scheduled monument, unavoidably oversails residential property and gardens and potentially a hospitality business. It would also present considerable technical challenges to identify a suitable means for crossing the reservoir given the presence of additional water bodies to the west of the reservoir. Taken together it is considered that a more southern route for the pylons from the East Anglia Connection Node (EACN) substation would be less consistent with Holford Rules and policy set out in			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Policy Statement EN-5. A summary of the Holford Rules is provided within Appendix I22 of this report.				
9-5.331	Criticism that underground cables were used to connect in to the East Anglia Connection Node (EACN) from the west (to mitigate visual impact), and yet National Grid choose to use overhead lines for the Project on the same route as underground cables from TB1 to TB13	National Grid has carefully considered the feedback proposing to extend the use of underground cable between TB1 to TB13, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. No such designations are present between TB1 to TB13, nor is this area, within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore the starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While we consider that landscape and visual effects between TB1 to TB13, may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.332	Suggest that underground cables as part of the Project are relocated to the west side of Sandpits Lane (e.g. to mitigate long term impacts such as mineral sterilisation, and impact on vine crops) (plan provided by respondent)	National Grid has considered the respondent's feedback, as the alignment is to the east of Sandpits Lane currently, we have assessed alternatives to the west, these alternatives would result in greater woodland loss in the National Landscape and would be a longer and less direct route. We are proposing to straighten the alignment as suggested by the respondent after crossing			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Sandpit's Lane and turning south, the alignment will follow the western edge of the field more closely.				
9-5.333	Suggest that the underground cables as part of the Project are rerouted to the edge of the existing field (e.g. to reduce the portion of the field that would be affected) (plan provided by respondent)	National Grid is proposing to straighten the alignment as suggested by the respondent after crossing Sandpit's Lane and turning south, the alignment will follow the western edge of the field more closely.			X	X
9-5.334	Suggest that the new access point that has been proposed to cross Holtonwood Road is relocated to the east, near the corner of the field (e.g. to minimise the impact on the field and reduce the length of the cables) (plan provided by respondent)	The location suggested would mean the proposed cross over bellmouth would be approximately 20 m from an existing highways junction which would not be compliant with the UK road design standards Design Manual for Roads and Bridges (DMRB) and thus be unsafe and fail a road safety audit.			X	
9-5.335	Suggest that the draft order limits should be reduced to the cable laying area and the construction zone only (e.g. there appears to be a large area outside the construction zone, if this will not contain cables then it should be removed from National Grid's permanent rights) / Request that if additional land is needed in the future, it should be agreed upon with the landowner at that time	The underground cable alignment has been altered to move it closer to the field boundary. Even with limits of deviation, this causes it to be further away from the property and reduces the potential woodland loss. The Land Plans (document reference 2.2) and the Works Plans (document reference 2.3) show the Project design. The Order Limits include the underground cable corridor, construction swathe and limits of deviation. The Order Limits are wider than the Limits of Deviation which are wider to allow for temporary works including spoil storage alongside the construction swathe during construction. The Land Plans (document reference 2.2) and the Statement of Reasons (document reference 4.1)			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		provide further information and context regarding the classes of rights.				
9-5.336	Suggest that underground cables are used from Fordstreet to Great Tey (e.g. as this would be relatively simple with open farmland)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project from Fordstreet to Great Tey would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.337	Concern that the proposed crossing point for Sandpits Lane is unsuitable, dangerous, and needs to be reconsidered	National Grid has worked with the local highway authorities and National Highways as we developed our access proposals for the Project. Our assessments have included visibility and highway geometry and have included the crossing point for Sandpits Lane. As part of the design development of the Project, the proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety have been developed. For Sandpits Lane temporary traffic management measures such as speed limit			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reductions and temporary signals and waiting areas are proposed.				
9-5.338	Criticism that Pylons TB64 and TB65 are within 300 m of Grade II listed house and associated outbuildings	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project and has worked to minimise potential impacts on the historic environment, including listed buildings and their setting, through strategic routeing and siting measures. Mitigation efforts have been explored to mitigate identified impacts effectively. Comprehensive assessments, including site visits and extensive desk-based research, to thoroughly evaluate the setting of the heritage assets near TB64 and TB65 and understand their value have been conducted. It is acknowledged there will be significant impacts to the assets close to TB64 and TB65, during both the construction and the operational phase. Therefore, during the construction phase, standard construction mitigation as outlined in the Outline Code of Construction Practice (CoCP) (document reference 7.2) will be implemented. The results of this assessment are provided in the Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6:11). Ongoing collaboration with Historic England and relevant planning authorities has ensured a comprehensive approach to heritage-related matters, incorporating suitable mitigation measures and techniques based on their input.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA. The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3). The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13).				
9-5.339	Suggest that the Project is routed between Great Tey and the start of the proposed underground section through Horkesley to avoid the villages of Aldham and Fordham completely, by taking a slightly more northerly route through Hemp's Green (also mitigating visual impact and impact on heritage)	An alternative, as suggested in the feedback to route via Hemp's Green to avoid Aldham and Fordham, was considered in an earlier consultation but confirmed to be less preferred. The reasons included being a longer less economic and efficient route with more pylons and angle pylons and increased heritage effects. This was set out from paragraph 5.4.136 in the 2024 Design Development Report (available on the Project website). In the absence of new evidence or identification of further factors we consider the reasons for it being less preferred to be unchanged from that set out in the 2024 report and for these reasons no change is proposed. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation.			X	
9-5.340	Suggest that the Project is rerouted further north away from Little Wenham Church (e.g. to avoid	The 2024 Design Development Report (available on the Project website) considered a number of alternatives to either extend the underground cable so that pylons were			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	spoiling the historic view that was painted by John Constable)	further from Little Wenham or re-route the pylon alignment further to the north to be further from Little Wenham. In light of the assessed level of effects given the approximately 1.4 km distance and increased effects of the alternatives no change was taken forward. In the absence of new evidence or identification of further factors we consider the reasons for changes to the north to be less preferred to be unchanged from those set out in the 2024 Design Development Report. Depending on the alternative these reasons include being longer and requiring additional underground cable to cross other existing 400 kV connections and either transfer or increased effects to various receptors such as residential receptors. Given there is no policy basis to make a change due to the level of effects at Little Wenham, no change is proposed. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation.				
9-5.341	Suggest that the Project is rerouted further north between Chattisham and Raydon Airfield, or taken underground (e.g. to mitigate impact on views)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Chattisham and Raydon Airfield would meet the				

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		thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Alternative locations for the Cable Sealing End (CSE) compound have been assessed, however the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable.				
9-5.342	Suggest that the Project is relocated closer / next to the A12 (e.g. to mitigate impact on populated areas)	National Grid has carefully considered alternative locations for the East Anglia Connection Node (EACN) substation and for the route alignment. Adopting a site or a route closer to the A12 has been considered but these are less preferred. For the EACN it leads to greater effects on the Dedham Vale National Landscape and for the route more generally the presence of residential properties, environmental features and other constraints leads to multiple diversions and deviations (less consistent with Holford Rules) and does not avoid populated areas. A summary of the Holford Rules is included in Appendix I22 of this report.			X	
9-5.343	Concern that the pylons in the area of pond near Dead Lane / Dedham Road (between Pylons TB13 and TB14) is currently where Geese migrate and also the low flight path for army apache helicopters from Wattisham to Colchester / Suggest that the	Wintering and passage bird surveys have been undertaken across the Project between 2022-2024 including at Ardleigh. Survey results from these vantage point surveys, in the vicinity of Ardleigh reservoir, found only Canada goose (non-native) and greylag (mainly			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	pylons in the area near Dedham Road and Dead Lane are relocated to the south of Ardleigh	feral) species to be recorded at collision risk height for any notable amount of time and therefore bird collision risk is not considered significant at this location. This assessment of impacts based on survey results has been agreed with Natural England. National Grid has engaged with Wattisham Flying Station and the Ministry of Defence (MOD) Defence Infrastructure Organisation (DIO) to understand any concerns regarding impacts of the proposals on aerodrome operations and military low flying activities more broadly. Changes made to alignment and some associated removal of existing lines were welcomed by Wattisham Flying Station and no constraint to its operational activities is envisaged. We are continuing to engage with the DIO to secure appropriate mitigations relating to low flying areas. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)). The 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) considered routes passing to the south of Ardleigh and to the east and south of Colchester but did not take them forward due to the effects on Special Area of Conservation (SAC) and Special Protection Area (SPA) designations and their designating features (wintering/passage birds). The Overarching National Policy Statement (NPS) for Energy EN-1 and NPS EN-5				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		make it clear that route options where such effects are absent or reduced, must be taken forward where available. The proposed route for the connection to the north and west of Colchester meets this requirement. In the absence of new information or identification of new factors no change is proposed. An overhead line connection passing to the south of Ardleigh reconnecting around TB15 was also considered, as set out in the 2025 Design Development Report (document reference 5.15) but would lead to increased heritage effects by crossing a scheduled monument, unavoidably oversail residential property and gardens and potentially a hospitality business. It would also present considerable technical challenges to identify a suitable means for crossing the reservoir given the presence of additional water bodies to the west of the reservoir. Taken together it is considered that a more southern route for the pylons from the East Anglia Connection Node (EACN) substation would be less consistent with Holford Rules and policy set out in NPS EN-5. A summary of the Holford Rules is provided within Appendix I22 of this report.				
9-5.344	Concern that the Project between Pylons JC25 and JC30 negatively impact the view from the church painted by John Constable and Little Wenham Hall	There is nothing in planning policy (Overarching National Policy Statement (NPS) for Energy EN-1 or NPS EN-5) that identifies visibility per se as a determinative factor, rather it is the implications of that change for the setting of heritage assets or special qualities of the National Landscape that are considered. The 2024 Design			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Development Report (available on the Project website) considered a number of alternatives to either extend the underground cable so that pylons were further from Little Wenham or re-route the pylon alignment further to the north to be further from Little Wenham. In light of the assessed level of effects arising from the visibility of pylons given the approximately 1.4 km distance and increased effects of the alternatives no change was taken forward. In the absence of new evidence or identification of further factors we consider the reasons for changes to the north to be less preferred to be unchanged from those set out in the 2024 Design Development Report. Depending on the alternative these reasons include being longer and requiring additional underground cable to cross other existing 400 kV connections and either transfer or increased effects to various receptors such as residential receptors. Given there is no policy basis to make a change due to the level of effects at Little Wenham, no change is proposed. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation. National Grid has undertaken a routeing and siting exercise to reduce, as far as practicable, the potential impacts of the Project on the historic environment, including designated assets such as those in the Wenham Castle complex. This process has been informed by a robust assessment methodology that was				

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		developed in line with relevant national policy and guidance and agreed through engagement with key heritage stakeholders including Historic England and the Local Planning Authority. The settings of Wenham Castle (scheduled monument), the Church of St Lawrence, and the other listed buildings in the complex have been assessed as part of the Environmental Impact Assessment (EIA), and the findings are documented in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11), supported by Appendix 11.1: Historic Environment Baseline Report and Appendix 11.2: Historic Environment Assessment Tables. The assessment concludes that only the setting of Wenham Castle extends to the Order Limits and that the asset would experience not significant effects during the construction and operation (and maintenance) phases. Standard construction mitigation would be adopted as detailed in the Outline CoCP (document reference 7.2). Changes to the setting would be temporary and would be removed once the construction phase is completed. No additional mitigation measures are proposed during the construction and operation (and maintenance) phases as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. A landscape and visual impact assessment (LVIA) has also been undertaken as part of the EIA and reported in ES Chapter 13: Landscape and Visual (application				

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		document 6.13). The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people in communities and using public rights of way). ES Chapter 13: Landscape and Visual (application document 6.13) is supported by ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This appendix sets out the assessment for visual receptor areas including C5 Capel St Mry which is relevant to this feedback. There are also two viewpoints in this location as below: • Viewpoint 3.09: PRoW, Little Wenham (Wenham Parva 14) (document reference 7.12) • Viewpoint HE3: Little Wenham Castle (document reference 7.12) • Viewpoint locations are shown on Figure 13.7 Visual Receptors and Viewpoints (document reference 6.13.F7).				
9-5.345	Concern that Pylons TB11 to TB15 will impact footpaths and outdoor areas within their vicinity	National Grid endeavours to reduce impacts on Public Rights of Way (PRoW), including reducing the duration of any closures, as far as practicable. The locations of PRoW affected by the Project, along with proposed diversion routes are shown on the Outline Public Rights of Way Management Plan (document reference 7.6) submitted as part of the Development Consent Order (DCO) application. Impacts on PRoW within the vicinity of TB11 to TB15 as a result of the construction and operation of the Project			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		are assessed in Chapter 13: Landscape and Visual (document reference 6.13), Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), and Chapter 16: Traffic and Transport (document reference 6.16) of the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). The ES includes details about the level of impact created and the mitigation proposed in relation to the Project. The Outline PRoW Management Plan (document reference 7.6) sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The Outline PRoW Management Plan (document reference 7.6) has defined the management of the PRoW in the Ardleigh area around pylons TB11 to TB15. The PRoW would be temporary closed for the duration of the works with managed access, that is, allowing a safe passage throughout of the PRoW users. The bridleway Ardleigh 2 would be temporary diverted for less than one week to allow for the installation of the 11 kV underground cable. The diversion would follow a similar alignment to the existing bridleway, resulting in a minimum increase in journey time and distance. As a result, the magnitude of impact on the PRoW is considered negligible and the overall effect has been classified as not significant.ES Chapter 10: Health and Wellbeing (document reference 6.10) considers the				

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		impacts to health and wellbeing arising from changes to PRoW and outdoor areas as a result of the Project. Taking account of the proposed pylon positions and construction phase and PRoW-specific mitigation proposed in the area between and around pylons TB11 to TB15, no permanent likely significant effects on health and wellbeing (physical or mental) are identified. ES Chapter 16: Traffic and Transport (document reference 6.16) considers the impacts to walkers, cyclists, and horse riders arising from changes to the PRoW as a result of the Project. The PRoW within the vicinity of pylons TB11 to TB15 would remain open and access managed to minimise the disruption to PRoW users. No temporary or permanent significant effects are identified.				
9-5.346	Criticism of changes made to the Project near Washbrook / Suggest that National Grid relocate pylon back to the field towards the fisheries (e.g. to mitigate impact on residential property)	National Grid has considered the feedback and has been able to reposition pylons to move the pylon indicated back to the north side of the road. It does mean the next pylon to the south moves slightly north, but not to the extent that it offsets the change sought.			X	X
9-5.347	Suggest that the Project is rerouted between Pylons TB35 and TB44 to mitigate visual impact and impact on residents	National Grid has considered alternative routes both to the west and to the east of the alignment published at statutory consultation. The reasons for these being less preferred were set out in the 2024 Design Development Report (available on the Project website) from paragraph 5.4.136. In the absence of new evidence or the identification of new factors we remain of the view that			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		such alternatives are less preferred. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation				
9-5.348	Suggest that the Project uses underground cables at Fordham Valley (e.g. to give the same protection to Fordham Valley as the Stour Valley and Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Fordham Valley would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.349	Suggest that National Grid give consideration to the area to the West of Ardleigh (e.g. between Pylons TB13 and TB15) to mitigate the visual impact of overhead lines on the east and north of Ardleigh (e.g. in such close proximity to around 300 houses, a primary school)	National Grid has undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). The assessment concludes that there would be significant effects on the local community, road users and users of PRoW west of Ardleigh during construction and operation, within Visual			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Receptor Area (VRA) C12 Ardleigh. Further detail is provided in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). National Grid has carefully considered the feedback proposing to extend the use of underground cable between TB13 and TB15, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. No such designations are present between TB13 and TB15, nor is this area, within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore the starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While we consider that landscape and visual effects between TB13 and TB15, may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.350	Disagree with National Grid's stance that a Cable Sealing End (CSE) compound to the west of Ardleigh would be worse than the overhead lines that are currently proposed to pass residences at Ardleigh	There are technical and practical reasons for retaining overhead line for the immediate line entry to the East Anglia Connection Node (EACN) substation (equating to the last one or two overhead line spans). This is due to the very considerable risks presented by the complex and technically challenging crossing of multiple cables. There is also a potential need to retain overhead line through to TB7 in order to reduce the interaction with a			X	

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		potential minerals site (subject to plan making outcome). On this basis a combination of one underground cable and one overhead line for the immediate line entry to the EACN substation is required. There are further technical challenges between TB15 and TB22, where the combination of the reservoir and multiple adjacent development proposals require the use of overhead line. For the intervening section National Grid have considered the potential for the use of underground cable between TB7 and TB15. To be consistent with policy the requirements set out in National Policy Statement (NPS) EN-5 paragraph 2.9.23 must be engaged and the Secretary of State of the view that the cost to reduce effects is justified. Assessments have concluded that nature conservation and heritage effects are not at a level to suggest a need to change from overhead line to underground cable. There are effects on community receptors from views of the alignment from residential properties and when traveling through the area on roads and Public Rights of Way though these are not in themselves considered to meet the threshold within 2.9.23 of the NPS EN-5. There are also certain viewpoints within the National Landscape from which infrastructure outside the setting of the National Landscape can be seen, but these are not considered to be significant in Environmental Impact Assessment (EIA) terms. These effects are not considered to be at a level to engage para 2.9.23, but even if they were, the additional cost for undergrounding the connection				

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		between around TB7 and TB15 is not considered to be justified. Whilst reducing some effects it would introduce effects resulting from the new Cable Sealing End (CSE) compounds (and potentially head houses if required). Taking all factors into account, National Grid considers that, on balance, the potential cost of adopting an underground 400 kV cable solution for the TB7 to TB15 section is not justified for the level of benefit it provides.				
9-5.351	Suggest that the underground cables branch off near Pylon TB12 and resurface near Pylon TB15 (e.g. to mitigate the impact of the Project on residents of Ardleigh and the school)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between TB12 and TB15 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.352	Suggest that the Project is rerouted between Pylons TB9 and TB17 to avoid residence (e.g. visual impact)	Re-routeing options are limited between these pylons to a slight adjustment to the north. However, this transfers effects from one group of houses to another similar number and would be expected to lead to greater loss of woodland (less consistent with Holford Rule 2) and also	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		increase effects on businesses. A summary of the Holford Rules is provided within Appendix I22 of this report. A similar route was considered but less preferred as set out in the 2023 Design Development Report (available on the Project website) in section 6.4. As such it is less preferred. No alternative that avoids visual impact has been identified in this section. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation.				
9-5.353	Suggest the use of underground cables for the Project in the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) is extended to the Black Brook Valley	National Grid notes the respondent's feedback. The underground cable section extends from north of Notley Enterprise Park through to the East Anglia Connection Node (EACN) substation. Therefore, we are proposing to underground the Project at the Black Brook Valley.			X	
9-5.354	Suggest alternative route for the Project from Dedham Road to the east of Glebe Farm barn and west of Ewens Farm (plan provided by respondent), which rejoins the proposed route for the Project north of Furze Lodge to avoid crossing the bridleway and Tree Protection Order (TPO) avenue trees close to the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) boundary, instead crossing further south (where the avenue trees are already impacted by existing overhead lines and less visible	National Grid has made a change of underground cable route between the River Stour and Black Brook moving the alignment to the west from the River Stour passing to the west of Langham and reconnecting to the south of Glebe Farm. We have also considered this feedback to route to the east of Glebe Farm but consider that has increased effects on woodland and is restricted by various constraints such as a Gas pipeline. We separately considered the route of the construction access road and in particular the potential implications of access road construction and visibility splays on the			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	from the National Landscape) (e.g. to mitigate impact on Glebe Farm and Glebe House, including access; to mitigate impact on bridleway and footpaths; to mitigate impact on farming; to mitigate impact on utilities near Glebe Farm; to mitigate impact on archaeology; reduce loss of mature trees)	avenues of trees. We have adopted an alternative access arrangement that passes to the north of Glebe House crossing Rectory Road before turning south to intercept the underground cable corridor.				
9-5.355	Suggest that a new haul road is provided along the existing, closed railway track connecting the Cable Sealing End (CSE) compound to the A12 (e.g. to mitigate the impact on Raydon village)	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles this included the use of the historic railway alignment and access through Notley Enterprise Park. These alternatives were discounted through assessment and identification of constraints. The consultation has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction. It is not proposed for the Primary Access Route for construction vehicle to pass through Raydon village along the B1070.	X			X
9-5.356	Concern about the impact of the Project, particularly Pylon TB47, on archaeological sites	National Grid has worked to minimise potential impacts on the historic environment, heritage assets and buried archaeology, such as those near TB47, through strategic routeing and siting measures. Comprehensive assessments, including site visits (walkover, geophysics survey and trial trenches surveys) and desk-based			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		research have been undertaken to support the evaluation of heritage assets. Due to the proximity of a Roman asset (4082) to pylon TB47, this pylon has been re-sited to the north-east of the asset, into the neighbouring field, to reduce potential physical impacts to the below ground archaeology. The assessment of this asset is documented in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2), which conclude that the asset would experience a moderate adverse significance of effect during the construction and operation of the Project. Appropriate mitigation measures are identified in ES Chapter 11: Historic Environment (document reference 6.11), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). Ongoing collaboration with Historic England and relevant planning authorities has ensured a comprehensive approach to heritage-related matters, incorporating suitable mitigation measures and techniques.				
9-5.357	Criticism of the Project between Pylons TB35 and TB62 due to the impact on heritage, archaeological sites, views, farmland, woodland and the countryside	National Grid has sought to reduce, as far as practicable, impacts on the environment, including heritage, archaeological sites, views, farmland, woodland and the countryside through routeing and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example, through changes to the route alignment. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. Chapter 6: Agriculture and Soils (document reference 6.6), Chapter 8: Ecology and Biodiversity (document reference 6.8), Chapter 11: Historic Environment (document reference 6.11) and Chapter 13: Landscape and Visual (document reference 6.13) of the Environmental Statement (ES) present the assessment and relevant mitigation measures for Agriculture and Soils, Ecology and Biodiversity, Historic Environment and Landscape and Visual respectively.				
9-5.358	Criticism that an angle tower as part of the Project is located opposite the driveway to a Grade II Listed 16th Century Kings Farmhouse and furrow field	National Grid notes the respondent's feedback. The alignment in this area has been routed in accordance with the Holford Rules (see Appendix I22 of this report).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		TB40 (the angle pylon referred to in the feedback) is positioned at this location in order to reduce impacts to woodland. Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment such as listed buildings. The impacts of the Project on the historic environment are assessed in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). The assessment concludes a moderate significant effect on the Grade II Listed 16th Century King's Farmhouse resulting from the construction and operation (and maintenance) phases of the Project. Appropriate mitigation measures are identified in ES Chapter 11: Historic Environment (document reference 6.11), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-5.359	Criticism that the Project includes pylons on both sides of the B1508, which forms the access to the Stour Valley Project areas at Wormingford / Suggest alternate much lower site at Pylon TB40 which had	Pylons on each side of B1508 would not permanently alter access to the Stour Valley Project area.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	been previously suggested by National Grid (e.g. this would not be visible from either the Stour Valley Project or from the Dedham Vale, and may offer partial mitigation to at least the northern section of the River Colne tributary)	The Cable Sealing End (CSE) compound at Great Horkesley West was considered to be located to the south near the position of pylon TB40. The option to the south would result in the likely increase in vegetation removal and was more complex from an engineering perspective. Natural screening from the valley positioning was expected to be similar for both options.				
9-5.360	Suggest that the Project uses underground cables around and beyond Fordham to mitigate the impacts of aviation activities to / from Wormingford Airfield	Underground cables are proposed where the Project alignment crosses the runway centerline (associated with Wormingford Airfield) so there is no impact on gliding or the occasional glider tug. Underground cables around and beyond Fordham are therefore unnecessary from an aviation standpoint. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).			X	
9-5.361	Criticism that National Grid have ruled out the alternative route which would have rerouted the pylons away from the southern end of Fordham village without impacting any other area of habitation (e.g. the alternative to the proposed route between Pylons TB42 and TB50)	Decision making on the route alignment has to consider a range of factors and not just effects on residential properties. In this case National Grid has considered alternative routes both to the west and to the east of the alignment published at statutory consultation. The reasons for these being less preferred were set out in the 2024 Design Development Report from paragraph 5.4.136. For the specific diversion TB42 to TB50 the combination of constraint from utilities and ancient			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		woodland preclude the alignment to the south by overhead line routeing. In the absence of new evidence or the identification of new factors we remain of the view that such alternatives are less preferred. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation.				
9-5.362	Criticism that National Grid have ruled out the alternative route which avoids Fordham, Fordstreet and Aldham completely (the alternative to the current proposed Pylons TB35 to TB63 route). This route has been rejected notwithstanding the fact that, by National Grid's own admission (see Page 71 of the Design Development Report) that this alternative route would run within 200 m of 28 properties rather than the 49 for the proposed route and "*The western alternative would likely have an overall lower landscape effect. There would be less conflict with landform and tree cover and this alternative would cross the Colne Valley in a location where there is slightly reduced recreational value in terms of less dense of Public Rights of Way (PRoW) and avoiding open access land*" and "*the western alternative would have lower effects particularly by avoidance of small areas of newly planted woodland on the Woodland Trust's Fordham Hall Estate*" (Pylons TB45 to TB49)	National Grid has considered alternative routes both to the west and to the east of the alignment published at statutory consultation. The reasons for these being less preferred were set out in the 2024 Design Development Report (available on the Project website) from paragraph 5.4.136. The respondent does indeed identify that the 2024 report identifies some potential reductions in some effects for the alternatives but fails to identify that there were also other factors on which the alternatives performed less well. National Grid must consider all factors and make a balanced decision informed by the policy context of National Policy Statement (NPS) EN-5 and routeing guidance such as the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. In the absence of new evidence or the identification of new factors we remain of the view that such alternatives are less preferred for the reasons set out in the 2024 Design Development Report. We have undertaken an Environmental Impact Assessment (EIA) to assess the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		potential impact of the Project, and this has identified any need for additional mitigation.				
9-5.363	Suggest the use of underground cables for the Project between Pylons TB9 and TB12, branching off from the existing underground swathe close to where Pylon TB9 is planned, and suggest that the Cable Sealing End (CSE) compound is located to the west of Ardleigh between the currently proposed sites of Pylons TB13 to TB15 (e.g. to reduce visual impact on Ardleigh and to reduce impact on residents)	National Grid has carefully considered the feedback proposing to extend the use of underground cable between TB9 and TB12, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. No such designations are present between TB9 and TB12, nor is this area, within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore the starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While we consider that landscape and visual effects between TB9 and TB12, may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.364	Concern that there is a pylon sited in a field at the end of Wick Lane, where gravel extraction currently takes place / Concern that this location is to be a future Country Park, once the 20-year gravel extraction is completed in 2027, which was the promise made to Ardleigh residents when the gravel extraction rights were first agreed	It is National Grid's view that the expected gravel extraction may need to be curtailed (subject to viable resource being proven to be present and capable of extraction and with appropriate compensation to the owner of the minerals) to retain a 'pillar of support' to allow for the proposed pylon position. If this is the case it is National Grid's position that a pylon would not materially impact the future establishment or use of the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		area as a country park. National Grid is also continuing to investigate whether an alternative routeing to the north of Wick Lane can be secured and on this basis is retaining wider Order Limits at this location.				
9-5.365	Suggest that consideration should be given to construction of a road from the A12 to Acacia Road at the entrance junction to the Notley Industrial Zone	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles this included the use of the historic railway alignment and access through Notley Enterprise Park. These alternatives were discounted through assessment and identification of constraints. The consultation has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction.			X	X
9-5.366	Criticism that the East Anglia Connection Node (EACN) is not placed on the most direct route, and suggest that the Project should be routed, if not placed under, the A12 (given the road replacement work taking place)	National Grid has previously considered a number of alternative sites for the East Anglia Connection Node (EACN) substation during the initial siting work as set out in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website). It was also considered in response to feedback as set out in the 2023 and 2024 Design Development Reports (available on the Project website) where we considered an alternative site to the west of the A12 which would have given a straighter route for the 400 kV infrastructure but required more corridors to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		accommodate longer customer connections. The decision making about siting balances the environmental effects, technical consideration and cost arising from the substation and the connections to it for National Grid and the North Falls and Five Estuaries wind farms and the Tarchon project. In the absence of new evidence or information about further factors relevant to the decision, we have reviewed this again and as set out in the 2025 Design Development Report (document reference 5.15) where we continue to consider the EACN substation as proposed to be the preferred location, on the basis that an alternative further west presents multiple aspects of uncertainty and construction risk, reduces future flexibility, increases risks to programme for the customers and National Grid with potential for substantial constraint costs if programme is delayed. Routeing/siting under the A12 is impractical both in terms of programme and because of the implications of future maintenance which would necessitate partial or full closure of the Road. Close paralleling the A12 has also been considered but is less preferred due to different start and end points of the different projects and the extent of constraints, houses and environmental features leading to either greater effects or a much less direct route.				
9-5.367	Suggest that a more direct route is used for the Project from the station north of Burstall to the underground section near Raydon (e.g. to mitigate	A number of alternative alignments have been considered to seek to achieve the connection from Bramford to the Raydon Cable Sealing End (CSE)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	impact on landscape, local economy, and property value)	compound. All have to respond to the presence of homes, constraints and environmental features. The feedback suggests a straighter route but this is less preferred because of the potential for cumulative effects on Burstall (two overhead lines to the north and Norwich to Tilbury to the south), and on Hintlesham again with two overhead lines to the north and one to the south. For these reasons this is less preferred and no change is proposed.				
9-5.368	Suggest that the Project uses underground cables from Bramford to Dedham	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project from Bramford to Dedham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.369	Suggest that the use of underground cables is rerouted where it passes through respondent's property near Langham (address provided by	Based on a review of feedback National Grid has identified that a change of underground cable route should be taken forward between the River Stour and Black Brook moving the alignment to the west from the			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	respondent) to avoid ancient oak trees and fruit orchard (e.g. to mitigate impact on business)	River Stour passing to the west of Langham and reconnecting to the south of Glebe Farm. This achieves the change requested in the feedback.				
9-5.370	Concern that the Project will intersect the respondent's drainage ditches (near Langham; address provided by respondent), and suggest that National Grid provide a new drainage system	National Grid is aware of the impact of the Project on existing land drainage systems. Where affected, land drainage systems would be assessed prior to construction, appropriately diverted during construction and reinstated following completion.			X	
9-5.371	Suggest that directional drilling for the use of underground cables under the A12 should be extended (e.g. to mitigate impact on water course and conifer trees between respondent's property boundary and the A12)	National Grid notes the respondent's feedback and notes that we are currently working on the assumption of installing the trenchless crossing of the A12 via trenchless techniques. The crossing is in a relatively narrow corridor, bounded by a property to the north and a gas pipeline to the south. Extending the trenchless crossing further would make the narrow width of the crossing location more challenging. It is therefore more likely that the extent of the trenchless installation would not be extended as requested but this will be investigated further as the Project progresses into detailed design.			X	
9-5.372	Suggest relocation of Pylons TB45 and TB46 to follow a valley between Kings Farm and Hill House Wood, and then going westerly to run along the Colne River Valley (e.g. to mitigate impact on business, heritage and wildlife), and request that National Grid provide and cost for a full Business Impact Assessment showing an economic	The 2024 Design Development Report (available on the Project website) from paragraph 5.4.144 considered alternatives to route between King's Farm and Hillhouse wood and then along the Colne valley. In the absence of new evidence or information about further factors relevant to the decision the reasons set out in the 2024 report remain valid and no change is proposed. The			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	assessment of both the Project's current proposed route and the route proposed by the respondent to detail the impact on all businesses along both routes and submit it to be considered in the decision-making process	effects of the Project are assessed and presented in the Environmental Statement (ES) and this has identified any need for additional mitigation. National Grid's Land Rights Strategy sets out compensation payments that would be made to landowners. The document and the payment schedules contained within, were reviewed, and updated in early 2024. A copy of this document is available on the Project website.				
9-5.373	Suggest that if the East Anglia Connection Note (EACN) is retained, that it is relocated to allow the Project to use underground cables along the entire southern border of the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) (as required in National Policy)	National Grid has carefully considered the feedback proposing to relocate the East Anglia Connection Node (EACN) substation to facilitate extending the use of underground cable between Great Horkesley and the EACN substation, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. Dealing firstly with relocation of the EACN substation, we have identified that a change to the EACN substation location to the former RAF Boxted potentially supports the extension of the use of underground cable between Great Horkesley and the alternative site. However, the three customer connections to the EACN substation all still need to get to the alternative site. Our assessment is that this presents challenges and has consequences that are less preferred including increasing the length of underground cable constructed within the National Landscape and reducing flexibility for future connections			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		as a result of restricted connection access. The EACN substation location to the east of Ardleigh therefore remains preferred. More generally National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. No such designations are present between Great Horkesley and the EACN substation, nor is this area, within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore the starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		been undertaken which assesses the likely significant level of landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project south of the National Landscape would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. We consider that landscape and visual effects at Ardleigh, may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to and from the EACN substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.374	Suggest that the Cable Sealing End (CSE) compound at Pylons TB33 and TB34 at Great Horkesley is moved 1 km to 1.5 km to the east into the former Boxted Airfield close to Pylon TB26 to reduce the impact on views and the setting of the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) (e.g. addressing concerns from residents and statutory bodies)	For the connection from the East Anglia Connection Node (EACN) substation to Tilbury covering the area identified in the feedback, the pylons are outside a designated landscape which leads to a starting presumption, outlined in National Policy Statement (NPS) EN-5, for the use of overhead line technology. We do consider, for a section of the alignment north of Great Horkesley, that the alignment is within the setting of the National Landscape and the effects justify, in the terms	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of NPS EN-5 the additional cost and effects of adopting underground cable in place of overhead lines. However, we do not consider the effects of an overhead line on the National Landscape, the wider landscape or on community and other receptors to the east of the Great Horkesley Cable Sealing End (CSE) compound i.e. east of TB34 to justify the additional cost of underground cable. As such no change is proposed. The effects of the Project are presented in the Environmental Statement (ES) and this has identified any need for additional mitigation.				
9-5.375	Suggest that the Project uses underground cables at Boxted	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Boxted would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.376	Concern about the impact of Pylon TB15 and TB16 on ancient oak tree (subject to tree preservation order)	The overhead line and pylon positioning is constrained by a range of technical and environmental factors and influenced by Holford Rule guidance. A summary of the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Holford Rules is provided within Appendix I22 of this report. These include the likelihood of removing more trees should the whole alignment be moved northwards, greater visual effects from additional angle pylons if TB15 alone was moved north along with additional technical challenges to positioning from various buried utilities. The alignment does not require the tree to be removed, though a need for some management of branches to the north side may be required to ensure electrical clearances can be maintained under some circumstances. Specifically, movement of the pylons and alignment towards the identified tree between TB15 and TB16 within the Limits of Deviation may require management. The need for any management would only be confirmed once final pylon siting has been finalised following completion of ground investigations and detailed design work.				
9-5.377	Suggest the Haul Road at Wicks Lane is moved (plan provided by respondent) to mitigate impact on residential property, heritage, flora, and residents	We have reviewed this feedback and made the change to the haul road requested.			X	X
9-5.378	Suggest that underground cables in this section are extended north and south well away from the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)), and that High Voltage Direct Current (HVDC) cables are used	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		impact terms), we do not consider the Project further north and south of the National Landscape would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.379	Suggest that the large construction site off the B1070 / Acacia Road junction should be moved to the land on the old Raydon Airfield well away from the junction / Suggest that the construction compound proposed near the National Landscape is relocated to Raydon Airfield	The proposed compound between Raydon and Holton St Mary serves underground cabling works between the proposed Cable Sealing End (CSE) compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land adjacent to Notley Enterprise Park would increase the distance that construction vehicles must travel from the Primary Access Route by approximately 1.5-1.8 km. Approximately two thirds of the cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements from the compound to work sites along the cable alignment. In response to various pieces of feedback, National Grid has proposed the construction of a separate construction haul road to the north of Holton St Mary, to remove construction traffic from the majority of the B1070.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.380	Concern regarding Pylon TB68 due to its proximity to nearby cottages and Upp Hall Farm, and crossing existing utilities	In this area National Grid has positioned the alignment and pylons as far from properties as possible within restrictions imposed by other factors and environmental features. The alignment, subject to Limits of Deviation, positions the centreline around 60 m from the nearest property with pylons around 150 m from the nearest properties. Agricultural buildings and safety zones for some gas holders restrict further separation. Utility crossings have been considered in the design development process and are not considered a constraint to the Project. Given the constraints, it is not proposed to change from the current alignment. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.	X			
9-5.381	Suggest that proposed permanent access roads in close proximity to the village War Memorial in Little Bromley are removed after construction (e.g. as their usefulness in supporting the substations post-construction is unclear, to mitigate impact on farmland and heritage)	The proposed permanent access routes are to be used for access to the substation for the purposes of operations and maintenance, including any future works that may be required. The War Memorial on the junction of Church Road and Bentley Road is not included within this permanent access route.	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.382	Request a detailed survey of the properties (residential / business / heritage) along the proposed route in Little Bromley in relation to concern over their foundations and potential for damage during construction	A Construction Vibration Assessment has been conducted as part of Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14) and submitted with the Development Consent Order (DCO) application. Four buildings/structures have been identified in this area as being in close proximity to potential compaction works in relation to highways mitigation which has the potential to result in high vibration levels without mitigation. This would be reviewed by the contractor as part of the specific noise and vibration assessments and specific measures would be put in place to manage and reduce vibration levels. If a building or structure was found to of sustained damage due to the construction works, National Grid would be liable to carry out repairs and/or compensate the property owner.	X			
9-5.383	Suggest relocation of proposed haul roads and permanent access road in the village centre of Little Bromley for construction and for access to the East Anglia Connection Node (EACN) away from the A120 (e.g. to mitigate impact on heritage, archaeology, properties, residents, amenities, safety, traffic, protected hedgerows, wildlife, water supply, and businesses)	National Grid has completed an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the impacts on heritage, landscape and visual amenity, traffic and transport, ecology and businesses from proposed haul roads and permanent access roads in Little Bromley during the construction and operation of the Project. The respective	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessments of the ES recommend appropriate mitigation measures to reduce potential effects. Construction Access Plans Section C Sheets 9 and 10, set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), shows the proposed access arrangements in the vicinity of Little Bromley. Construction traffic is not proposed to pass through the village of Little Bromley and instead is proposed to be routed via a private access road between Bentley Road and Ardleigh Road. Proposals also include an off-carriageway cycleway/footway facility along Bentley Road for use during construction, shown in the Access, Rights of Way and Public Rights of Navigation Plans (document reference 2.5). Chapter 16: Traffic and Transport (document reference 6.16) of the ES includes the assessment of the residual impacts of the Project including changes in traffic flow, delays, road safety and impact on walking, cycling and horse-riding modes along the Primary Access Routes located on the Local Road Network. This document sets out mitigation measures which are proposed to minimise negative impacts.				
9-5.384	Suggest that the use of underground cables for the Project is extended to the Bramford substation (from the Dedham Vale; e.g. to mitigate impact on Burstall, Flowton and Hintlesham), with underground cables installed via horizontal directional drilling under major roads including the A1071	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may				

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		give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Raydon and Bramford Substation would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.385	Suggest that to provide an alternative option for the road widening element, the red line boundary in Little Bromley should incorporate the paddock on the opposite side of the road to the respondent's farmhouse (the landowner is content for the road widening requirements to be pushed on to the paddock land)	This feedback has been taken into account and the proposed widening has changed to be located within the paddock land as well as the introduction of a cycleway/footway facility along Bentley Road for use during construction.			X	X
9-5.386	Concern about the impact of the Project at Pylons TB78 and TB79, and associated haul roads and compounds on respondent's irrigation system, solar panels and blackcurrant farm (plan provided by respondent), and suggest that the haul road is relocated from the middle of the respondent's field to the edge where there is an existing track (e.g. to mitigate impact on soils) / Suggest that the haul road at Pylon TB79 should be relocated to the headland (plan provided by respondent)	After review of the feedback, considering other changes to the alignment and subsequent engagement with the landowner the construction access roads have been routed to minimise the effect on the irrigation system and on the fruit crops, though some temporary construction effect is unavoidable. The crossing bellmouth cannot be moved to the field boundary due to highway safety. It is also notable that where possible we have positioned permanent infrastructure to field edges with temporary works further into fields, we consider this to reduce effects in the longer term.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.387	Suggest that the Project is rerouted to follow a more direct route between Pylons JC10 / JC11 and JC32 / JC33 (e.g. this would be straighter and nearer to existing overhead lines and infrastructure to mitigate impact on landscapes, tourism, property values and farming)	The change proposed transfers effects to other similar receptors in particular increasing effects to a scheduled moat and requiring the alignment to be routed close to a number of residential properties and as such increasing effects. As such whilst potentially straighter and more consistent with some aspects of the Holford Rules it is less consistent with other aspects of the Holford Rules. Overall, we consider the effects to be reduced for the alignment subject to statutory consultation compared with the suggested alternative. Additionally, we do not consider the impacts of the alignment consulted upon in the statutory consultation in 2024 to be at a level that requires further mitigation in order to be consistent with Holford Rules and relevant policy. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	
9-5.388	Suggest that Pylon JC22 should be relocated north and to the west to be placed further from wildlife and footpath in this location, and also to allow for farm equipment to pass easily around all sides	National Grid has considered the respondent's feedback. To move JC22 (now JC23) to the north and west would introduce an angle pylon and would be less consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. We have positioned JC22 as close to the field boundary as possible to reduce land take, however there is a Public Rights of Way (PRoW) along the field boundary that we are maintaining a distance from. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-5.389	Suggest that Pylons JC21 and JC22 should be relocated further apart to the east and west respectively, as the current route shows these pylons being much closer together than Pylons JC20 and JC23 (e.g. to mitigate impact on residents and to reduce the need for significant angles and therefore limit the height of the pylons required)	National Grid notes the respondent's preference for JC21 and JC22 (now JC22 and JC23) to be further apart. These pylons are slightly closer together in order to keep the required clearance for the overhead line when crossing over the road. In order to move these pylons further apart we would need to increase the height of these two pylons to ensure the required clearance is achieved, which would increase visual effects. We are therefore not proposing to increase the distance between these two pylons.			X	
9-5.390	Suggest that Pylon JC23 is relocated west to avoid footpath which it intersects with (the footpath cuts across the field and does not appear on the map)	National Grid has considered the respondent's feedback. To move JC23 (now JC24) to the west would introduce an angle pylon and would be less consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. We have tried to avoid Public Rights of Way (PRoWs) when routeing and siting the Project and we are unaware of any PRoW across this field. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-5.391	Concern that Pylons TB63 and TB64 are too close to respondents' property (within 80 m) / Suggest that Pylons TB63 and TB64 are relocated away from residences / listed buildings	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. TB64 is approximately 170 m from the nearest residential property. A summary of the Holford Rules is provided within Appendix I22 of this report. Its positioning is constrained locally by roads, a Grade I listed church to the south-west and limitations on adjacent pylon adjustments. As a result, its positioning has not been able to be adjusted significantly and has only been moved approximately 10 m to the east due to engineering optimisation. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA) as is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) submitted as part of the Development Consent Order (DCO) application. The LVIA assesses the impact of the Project and identifies the need for additional mitigation if required.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.392	Concern that the proposed underground cables which now run parallel to Woodlands Road, Raydon before passing through the village of Raydon will cause significant traffic issues on the B1070 through the village and result in major disruption to the residents / Suggest that National Grid instead border a lightly built-up area adjacent to the Notley Enterprise Park running parallel to Acacia Road	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles and has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary and Raydon during construction.			X	X
9-5.393	Concern about runoff into Dewlands caused by the Project (given the wetlands and watercourse), and suggest that water is stored and removed instead	National Grid would secure measures to maintain existing hydrological function and drainage regimes on land within the Project boundary. These measures would be informed by the hydrology and soils impact assessments that have been undertaken to inform the Environmental Statement (ES). A Flood Risk Assessment (FRA) (document reference 7.9) has also been prepared, and this demonstrates how flood risk would be managed and describe the measures that would be put in place to ensure no increase to flood risk, which is a key requirement of the National Policy Statement (NPS) for Energy Infrastructure.			X	
9-5.394	Suggest that Pylon TB13 is relocated closer to the reservoir edge or closer to the field boundary with the house (e.g. to mitigate impact on farming)	A position at the northern edge of the field to minimise the agricultural impact would position the pylon in the direct view at the end of the garden and is not considered to be an appropriate balance. It may be possible to move the pylon closer to the reservoir, though space is still required to support construction activity and to reduce the risk of water pollution from			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		runoff and a similar level of effect on the agricultural activity would also be expected. On balance a mid-field position remains preferred and provides possibility of agricultural activity being undertaken around the pylon. No change is therefore proposed.				
9-5.395	Suggest that in this section T-Pylons should be used on low ground, and no angle towers or Cable Sealing End (CSE) compounds should be visible	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T-pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report (available on the Project website)) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T-pylons are not proposed for the Project.				
9-5.396	Suggest that Pylons JC16, JC17, and JC18 are relocated to mitigate impact of views on respondent's property (images provided by respondents)	National Grid has considered the respondent's feedback and is proposing a slight change to the pylon positions by relocating them to the north as requested by the respondent.			X	X
9-5.397	Suggest that the Cable Sealing End (CSE) compound is relocated approximately 1.5km to the north, just inside the north-east corner of the orange safeguarding zone, in order to reduce the impact on Raydon Wings Aerodrome	National Grid has appointed an independent aviation consultancy which has engaged with the operators of Raydon Wings airfield (with National Grid also present) to inform their impact assessment. The overhead line alignment (including the Cable Sealing End (CSE)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		compound) is assessed to be at a sufficient distance to the north of the runway to ensure that overflight is not required on take-off or landing (taking into account possible lateral deviation) and that existing flight paths are therefore not impacted. Furthermore, the alignment need not impact existing flying circuits to the north as overflight is assessed to be at a safe distance. We will continue to engage with the airfield operators to confirm the acceptability of the design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-5.398	Suggest that National Grid use underground cables between Pylons TB1 and TB41/TB42, or at least between Pylons TB31 and TB34 at Great Horkesley	National Grid has carefully considered the feedback proposing to extend the use of underground cable between TB42 and the East Anglia Connection Node (EACN) substation, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed*	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'. No such designations are present between TB42 and the EACN substation, nor is this area (with the exception of the proposed underground cable at Great Horkesley), within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore the starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While effects to individual receptors or a type of receptor do not in isolation justify undergrounding, when considered together, the landscape and visual effects (visual effects on community and recreational receptors, people moving in and around the area, and effects on				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape character, etc.) have the potential to meet the thresholds set out in NPS EN-5. However, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to and from the East Anglia Connection Node (EACN) substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.399	Suggest that the Cable Sealing End (CSE) compound at Great Horkesley (Horkesley Plantation) should be relocated further to the east and sited further from the National Landscape and in a less visible area	In response to feedback, National Grid has considered whether the Cable Sealing End (CSE) compound location to the east of Great Horkesley could be moved further east. Relatively localised movement to the edge of the field or into the next field to the east are constrained by gas and water pipelines and the edge of properties and hedge lines to the north. Movement may be possible further east but this would increase the underground cable length. In all cases we concluded that the effects reported as driving the request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Environmental Impact Assessment (EIA) has assessed the impact of the Project and identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-5.400	Support the change from the 2023 Draft Alignment with the Project on the western extremity of development site at Marks Tey, and suggest that the Project is routed further west at the development site at Marks Tey	These potential development sites near Marks Tey have no formal status in planning terms so have not been taken into account in the design of the Project. Such decision making is focussed on existing homes, constraints and environmental features and proposed developments which have some status in planning terms.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change						
9-5.401	Suggest that the Project is routed further northward where the Project is north of the A120 and passes through the development site at Marks Tey (e.g. to mitigate impact on the Marks Tey Brickpit Site of Special Scientific Interest (SSSI))	The Project is not expected to have effects on the Marks Tey Brickpit Site of Special Scientific Interest (SSSI) so a change is not required. Furthermore, to achieve the change requested would introduce a need for additional changes of direction and be less consistent with Holford Rule 3. A summary of the Holford Rules is provided within Appendix I22 of this report. For example, to route from TB56 to the west passing to the north of homes and ancient woodland and then south to reconnect around TB63 would add two further angle pylons. No change is proposed.			X	
9-5.402	Suggest that pylons for the Project (e.g. at farm near Fordham Road) should be located at field boundaries within the 6 m unfarmed margin / at the corners of fields with access roads around the perimeter headland, or alternatively pylons should be located a minimum of 54 m from the field boundary (e.g. to mitigate impact on farming operations)	The positioning of individual pylons has responded to technical factors including topography as well as environmental features such as the presence of hedges and protected species. Where possible positioning has also sought to respond to specific landowner tramline spacings (which vary between respondents) which would be able to be refined at detailed design stage by direct liaison between construction contractors and the individual landowner to seek to reduce effects.			X	
9-5.403	Concern about the impact of Pylons TB6, TB8 and TB9, and the currently proposed High Voltage Alternating Current (HVAC) underground cables for the Project (e.g. impact on farm; impact on roman road), and suggest that Pylon TB6 is not needed given that the distance between the proposed location of Pylons TB4 toTB5 is the same as Pylons	Long spans, such as between TB4 and TB5 are possible but there are also design constraints which regulate the distance of adjacent spans in combination. That prevents the removal of the pylon noted. Additionally, following consideration of feedback in this area a change to the pylon positions is being taken			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	TB5 to TB7 and consequently removed from the Project (e.g. to mitigate impact on turtle dove re-establishment operation at this location)	forwards with the pylons moved to the south of Little Bromley Road. While National Grid are aware of a small scale turtle dove release programme in the area, bird surveys (Appendix 6.8.A7: Breeding Bird Report and Appendix 6.8.A8 Wintering Bird Report) have not identified significant numbers of turtle doves or a significant collision risk as a result of our proposals.				
9-5.404	Suggest that Pylon TB29 is relocated further away from residence (e.g. due to safety concerns)	Neither UK law, National Policy Statements (NPS) nor the Holford Rules prescribe minimum distances between overhead lines and homes, nonetheless routeing seeks to reduce effects where possible by considering, for example positioning the alignment midway between properties or positioning properties mid span all subject to the presence of other environmental features and constraints. In the absence of any specific request National Grid does not consider the separation from residential properties to be inconsistent with policy. Any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.			X	
9-5.405	Concern about the impact of construction compounds for the Project at the corner of Dedham Road / Ipswich Road and next to Birchwood Road on	National Grid notes the respondent's feedback. The cable construction compound JC-CC03 needs to be located close to where the underground cables are			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	the National Landscape and Listed Buildings (e.g. aggregate storage compound), and concern that aggregate storage compound is proposed on the site of a historic quarry and too close to a listed building with no foundations / Suggest that construction compounds should be relocated further away from the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	being installed, as well as being close to the primary access route along Ipswich Road. Following statutory consultation feedback, we have moved this compound slightly further to the west within the field away from the respondent's property.				
9-5.406	Suggest that the underground cables are extended to the north of Little Wenham as far east as the area around Pylon JC20 (e.g. to mitigate the potential visual impact on All Saints' and Little Wenham)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Raydon and JC20 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.407	Suggest that the underground cables should be buried alongside the new water pipeline that is already under construction (near Layham, Hadleigh)	National Grid has assessed various routes for the new underground cables and overhead line in order to identify the optimum route for the Project. Paralleling existing infrastructure can have benefits if the new and existing infrastructure has a common start			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and end point. If this is not the case, any potential benefits would typically be outweighed the additional underground cable length required (and the associated increase in crossings and environmental impact). Installation of the proposed underground cables would require substantially more space than a typical water pipeline (by virtue of the number of cables required), meaning that the underground cables cannot necessarily fit through gaps between existing features that other infrastructure has already used.				
9-5.408	Concern about the impact of angle tower pylon at Kings Farmhouse (Pylon TB40), and suggest the use of underground cables should be extended further along the valley with the Cable Sealing End (CSE) compound relocated accordingly	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project from TB35 through the Colne Valley would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.409	Suggest that underground cables under the A134, School Lane, London Road, Vinesse Road and Crabtree Lane should be constructed using trenchless crossing methods (e.g. directional drilling)	Physical constraints at the road crossings coupled with the current underground cable design assumptions mean that open cut crossings are considered at these locations.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Crossing of the A134 is feasible using open cut methods and traffic management (i.e. alternate single lane closures with traffic management, localised widening may be required). Where road widths are not sufficient to accommodate single lane closures, National Grid would look to close the roads and use suitable short-term diversions. As the underground cable system design is progressed into detailed design the crossing methodology will be reviewed.				
9-5.410	Criticism of the siting of the Cable Sealing End (CSE) compound at Crabtree Lane, Little Horkesley (e.g. due to being in close proximity to and readily visible from Listed Buildings and / or curtilage of Listed Buildings at each of The Grove, Gladwinds Farm, Holts, Upper Dairy Farm, Cockerells Farmhouse, Maltings Farmhouse)	National Grid notes the respondent's feedback but also notes that it is the level of effects that are taken into consideration in siting decision making rather than the fact of whether infrastructure is or is not visible. The infrastructure may be visible but if this does not lead to a level of effect that, in policy terms, engages parts of policy (specifically National Policy Statement (NPS) EN-5) that would lead to a need for change, then there is no basis for the location of the infrastructure to be changed. In this case the effects on residential views, listed buildings, and the National Landscape amongst other factors do not justify the effects and additional costs from a change in Cable Sealing End (CSE) compound location. The Environmental Impact Assessment (EIA) has assessed the impact of the Project and identified any need for additional mitigation. The EIA can be found in the Environmental Statement (document reference Volume 6: Environmental Statement) as part of the Development Consent Order (DCO) application.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.411	Suggest that the B1070 should not be used for access for the Project, and that an alternative access to Notley Enterprise Park (Raydon Airfield) Acacia Road should be used, where infrastructure / machinery / equipment could be stored	National Grid has carefully considered the feedback received during the statutory consultation for this primary access route for construction vehicles and has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction. Through this process, National Grid has also considered alternative routes for this bypass, including the use of the historic railway alignment. These alternatives were discounted through assessment and identification of constraints and requirements.			X	X
9-5.412	Suggest that underground cables are used in the valley between West Bergholt (specifically around Hall Road, Stitching Wood and Hill House Wood) and Fordham prior to Fossetts Lane	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between West Bergholt and Fordham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.413	Criticism that National Grid did not consult or notify respondent on the change at Blackbrook Stream since the 2023 draft alignment from trenchless installation of underground cables to trenched installation of underground cables. With this, suggest that National Grid re-evaluate the proposed split corridor for the Project at the crossing of Blackbrook Stream and provide studies, reports and calculations regarding trenchless cabling vs trenched cabling at this location, including the following: - an evaluation of the loss of habitat, including the important woodland which will be lost and can never be replaced; - the effect on wildlife, the environment, and local ecology; the potential for pollution and impact on water quality in the area; - the potential for change of water table and consequential flooding; the feasibility of trenched cabling through the Blackbrook Stream including the fact that the Boxted sewage works discharges into the stream; the necessary diversion of the Blackbrook while the operation is taking place; - that (respondent's parcel of land) is swampy / waterlogged at its eastern end with thick growths of bullrushes and an abundance of aquatic species. National Grid must consider whether it is possible at all to install trenched cables under this area; and, - the considerable undulations/ changes of level of the site from the land to the north of the Blackbrook	National Grid notes the respondent's feedback, the change from trenchless technique to a trenched installation was included in our 2024 preferred draft alignment and was consulted upon at our statutory consultation. The design for the split crossing at Black Brook has been removed to avoid encircling a property. Note that the split corridor has been found to be unsuitable for trenchless installation via Horizontal Directional Drilling (HDD) (based on current assumptions and unknowns). Trenchless installation via HDD is taken as a baseline across the Project – at present, and allowing for variability in site conditions, there is insufficient space to install using this method at Black Brook. Therefore trenchless installation would rely on alternative trenchless methods, which are more expensive than HDD. The impact on habitats, wildlife and ecology have been assessed by a team of specialists, who have inputted into the decision-making process. A detailed habitat survey on the woodland and grassland habitats either side of Black Brook and the brook itself has been undertaken. An assessment of impact on the habitats in this area as a result of the open cut cabling have been included within Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	to the land to the south of (respondent's parcel of land) through which runs a high pressure trunk gas main	Black Brook would be over-pumped during construction, minimising the impact on water flows, and a suite of measures would be put in place (detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2)) to prevent pollution and detriment to water quality, as well as changes in the water table and local land drainage regime to avoid increases in flood risk. National Grid is aware of land level differences and the presence of the high pressure gas main. The Outline CoCP (document reference 7.2) provides commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase Pre-construction surveys would be undertaken to aid the detailed design development of the cable route, these would be completed prior to construction. National Grid works and consults with all third party statutory utility owners as well as the local water and electricity companies. Where required, appropriate mitigations would be agreed in order to negotiate such existing infrastructure. The crossing would be developed further during detailed design, impacts to the bank would be minimised where possible. The Environmental Statement (ES) (document reference Volume 6: Environmental Statement) of the DCO application provides an assessment of the Project including temporary construction impacts and any				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		permanent impacts. The detailed design for construction would consider the existing topography and would ensure a safe design is implemented to protect the bank. National Grid would continue to work with all affected landowners, where possible adapting the Project design or agreeing relevant mitigation. National Grid would seek to reinstate the affected land where possible to the same state prior to any works (or a condition agreed with the landowner).				
9-5.414	Suggest that the Cable Sealing End (CSE) compound situated north-east of Horkesley Plantation (Pylons TB33 and TB34) is relocated further east (e.g. to mitigate impact on the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	The respondent's preference is noted but no specific alternative has been suggested. With regards to the National Landscape the Cable Sealing End (CSE) compound site is considered by National Grid to be located where it is not necessary to mitigate effects by relocation. Nonetheless we have in response to other feedback considered whether other locations further east were more appropriate. Siting in the immediate field to the east is constrained by an existing high pressure gas pipeline and water main. Moving further east has also been considered with conclusions presented in the 2024 Design Development Report (DDR) and summarised as being that the level of effects on the National Landscape were not at a level to justify the additional cost (and effects arising) from extending the underground cable distance. In the absence of new evidence or the identification of further factors we continue to consider the proposed CSE compound site near Great Horkesley to be preferred and no change is proposed.	X			

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9-5.415	Suggest that Pylon TB39 is relocated away from Roman Kiln	National Grid has undertaken a detailed routeing and siting exercise to reduce, as far as practicable, the potential impacts of the Project on the historic environment. These considerations have been assessed and are presented in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES), which evaluates both the potential for direct physical impact and impacts arising from changes to the setting of heritage assets. The possible Roman kiln (4074), located along Colchester Road, lies outside of the Order Limits. As such, it has been concluded that there will be no direct physical impact on the asset during construction. Engagement has been undertaken with Historic England and relevant local planning authorities throughout the development of the Project to inform the assessment, including consideration of appropriate mitigation strategies. Their feedback has been taken into account during the refinement of the Project design. Accordingly, the potential effects on this asset have been fully considered and mitigation measures deemed proportionate. No relocation of Pylon TB39 is therefore proposed.	X			
9-5.416	Suggest that the use of underground cables for the Project is extended from Little Horkesley to Pylon TB48	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of	X			

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		cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project from Little Horkesley to TB48 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.417	Suggest that the East Anglia Connection Node (EACN) is relocated adjacent to the A12 (e.g. to mitigate impact on environment and for easier access) / Suggest that the EACN is relocated to the west of the A12 (e.g. to mitigate impact on Ardleigh)	The development of the Project has considered whether other suitable sites were available for the siting of infrastructure. In general, such sites are few in number, of inappropriate size, have incompatible former uses (e.g. are made ground), are located remotely from the route such that for example they would require a diversion that would be less economic and efficient. We have considered the use of the former airfield at Boxted for the siting of the East Anglia Connection Node (EACN) substation but ruled it out as explained in the 2025 Design Development Report (document reference 5.15). This was due to the greater impact on the National Landscape from multiple underground corridors.			X	
9-5.418	Oppose the change to the Project near London Road / School Lane (e.g. as the Project is now routed all on the respondent's land at this location, compared to the two cable arrangement previously presented for consultation), and suggest that the Project should follow the original route at this location, or	The use of overhead lines in this location is not consistent with planning policy most notably National Policy Statement (NPS) EN-1 paragraph 5.10.34 as it would lead to levels of effects that were not compatible with the special qualities of the Dedham Vale National Landscape. The concentration into a single corridor was			X	

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	alternatively suggest that overhead lines should be used at this location	made in response to the identification of the cable route being inadvertently routed through the garden of a private residence. This has not changed and therefore no change is proposed.				
9-5.419	Suggest that the haul road for the Project near London Road / School Lane should follow existing road (School Road) instead (e.g. to reduce impact on residents and business, and to reduce the length of the haul road) (plan provided by respondent), and that the Draft Order Limits (red line) are reduced accordingly	National Grid has carefully considered the feedback received, the cross over bellmouth location has driven the location of the haul road. We sought to keep the cross over on the west of the underground cable alignment along the route proposed by the respondent. Unfortunately, in this location it would not be possible to achieve the visibility required at a junction without impacting and potentially removing a private property. Therefore, it was necessary to locate the haul road and cross over on the eastern side of the underground cable alignment where the road is straighter and the required visibility can be provided without impacting on private properties.			X	
9-5.420	Concern about new permanent access road for the Project between Bentley Road and Ardleigh Road (e.g. as it is proposed through respondent's land in Little Bromley; due to impact on environment, such as noise, dust and disturbance; impact on agriculture and horses), and criticism of consultation on this access road (e.g. not enough information / contradictory information). With this, request for information on detailed plans for the access road (e.g. what is being proposed and how it will be used)	National Grid notes this comment. Impacts on noise, dust and disturbance, and agriculture and horses from the new permanent access road for the Project between Bentley Road and Ardleigh road are assessed as part of Chapter 6: Agriculture and Soils, Chapter 7: Air Quality, and Chapter 14: Noise and Vibration of the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). Chapter 6: Agriculture and Soil (document reference 6.6) of the ES assesses the potential effects of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		construction on agricultural land, agricultural landholdings and soil resources. Mitigation measures to protect soil resources and to allow for reinstatement of temporary land take to its pre-construction condition are presented within the Outline Code of Construction Practice (CoCP) (document reference 7.2). The new permanent access road is likely to cause severance of agricultural landholdings, as frequent access is required for grazing livestock (horses). To mitigate severance and fragmentation, measures such as the provision of new permanent access points and the restoration or installation of fencing where necessary will be implemented. As a result, the significance of the impact on agricultural landholdings affected by the proposed works is expected to be reduced. Chapter 7: Air Quality (document reference 6.7) of the ES considers the potential effects of construction and construction traffic associated with the Project and presents mitigation measures to be implemented to mitigate effects, which are presented within the Outline CoCP (document reference 7.2). No significant new effects are expected along Bentley Road or Ardleigh Road. Air quality modelling for the ES assessed 59 human receptor locations across three scenarios (Baseline, Do Minimum, and Do Something), and no exceedances of Air Quality Objectives (AQO) were predicted for any pollutants (NO_2, PM_{10}, and $PM_{2.5}$). The closest human receptor to Bentley Road is located				

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		one km south-east, while the nearest receptor to Ardleigh Road is 650 m west. Modelled pollutant concentrations at these receptors remain well below AQO thresholds for all pollutants. Additionally, existing background pollutant levels in the area are already significantly lower than AQO limits. Therefore, the planned works near Bentley Road and Ardleigh Road are not expected to result in any exceedances of AQO limits for annual mean NO_2, PM_{10}, or $PM_{2.5}$ at nearby human receptor locations. Chapter 14: Noise and Vibration (document reference 6.14) of the Environmental Statement (ES) considers the potential effects of construction and construction traffic associated with the Project and presents mitigation measures to be implemented to mitigate effects, which are presented within the Outline Code of Construction Practice (CoCP) (document reference 7.2). The assessment indicates that with suitable noise mitigation measures, significant adverse effects are not expected due to the construction or use of the proposed new permanent access road. The proposed permanent access road from Bentley Road to Ardleigh Road will be used by construction traffic. The Construction Routing Strategy is provided in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
9-5.421	Suggest that the Project is routed to the west of the National Landscape and High Voltage Direct Current	National Grid is constantly looking into new innovations and investigating alternative technology types. These			X	

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	(HVDC) underground cables are used (e.g. if the Project came onshore at Bradwell)	are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; HVDC overhead line and underground cables; and Gas Insulated Line (GIL). HVDC is not normally used across land as converting AC to DC and back again would require converter stations so it can be used in the rest of transmission network and the distribution network which is currently AC. These converter stations are a significant size and would be required at every interface with the wider AC network i.e. at Norwich, Bramford, East Anglia Connection Node (EACN) substation and Tilbury substations, the cost of these converter stations outweighs the benefits offered. Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
9-5.422	Suggest that underground cables for the Project south of Pylons JC33 and JC34 (south of Raydon Airfield and north of the industrial estate) are rerouted closer to the industrial estate (two alternatives routes on plan provided by respondent) (e.g. to mitigate impact on Woodlands Hall and other residences; to mitigate impact on Roydon Airfield; to	National Grid notes the respondent's feedback and has amended the route of the underground cables to be further to the east at this location, further from the Woodlands Hall as requested. However, the underground cable is still required to cross Raydon Airfield to connect to the Cable Sealing End (CSE) compound.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	avoid land used by Anglian Water), and suggest that access to the underground cables (if the Project is changed) could be from the east rather than the west (e.g. to reduce compulsory purchase; to reduce impact on hedgerows; to reduce impact on residents)	The access has also been relocated to the east rather than west.				
9-5.423	Suggest that the set down area and construction compound either side of the A134 in Great Horkesley are relocated east of farm buildings to TL 98185 31054 (e.g. to reduce impact on residents and Chapel Cottage, a listed building)	Compounds to either side of the A134 are required to facilitate construction and are preferred to the compounds all being to the east as suggested in the feedback as it reduces the amount of crossing traffic. The laydown area which is primarily used for temporary storage of haul road construction materials needs to be located close to the access point to facilitate the haul road build so no change to this location is proposed. The construction compound has however been moved south to reduce effects identified in the feedback.		X		X
9-5.424	Suggest that the Project between Pylons TB1 and TB41/TB42 must be removed and underground cables used instead and that the East Anglia Connection Node (EACN) is relocated to a site which minimises harm to sensitive areas (e.g. to comply with the National Policy Statement for Energy (NPS-EN5))	National Grid has carefully considered the feedback proposing to extend the use of underground cable between Great Horkesley and the East Anglia Connection Node (EACN) substation, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated*	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant level of landscape and visual effects from the Project. While we consider that landscape and visual effects between Great Horkesley and the EACN substation, may be widespread and therefore reach the threshold set out in NPS EN-5, there are also a range of technical difficulties (including restricted space between built developments and a reservoir to be passed beneath) and other considerations (such as a railway crossing to be crossed on 400 kV connection routes to				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and from the EACN substation and an area between the railway and the EACN substation potentially to be included in the next Essex Minerals Plan) meaning that we do not consider underground cable to be preferred through this section.				
9-5.425	Concern that the impact on Lark Hall has not been fully considered in the Environmental Statement, and suggest that the Project and associated construction/access areas should be relocated away from Lark Hall	All listed buildings within 2 km of the Order Limits are considered in the Historic Environment assessment for the Project, such as Lark Hall (1036983). The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. Mitigation measures have been explored to mitigate identified impacts effectively. These actions have been documented and are presented in the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), which forms an integral part			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of the Environmental Impact Assessment (EIA) for the Project. The approach to assessment and mitigation presented in ES Chapter 11: Historic Environment (document reference 6.11) have been discussed and agreed with key heritage stakeholders All the assessments of heritage value presented is based on a thorough review of available sources, including historic mapping, archival research, and site-based observations. The assessment of Lark Hall concludes a temporary moderate adverse significance of effect during the construction phase and a neutral significance of effect during the operation phase. No additional mitigation measures are proposed as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				
9-5.426	Criticism that National Grid have only identified one visual receptor for the Project in the Colne Valley and suggest that the impact of the Project on further visual receptors to 1.5 km, and further to 2 km, in the Colne Valley should be considered	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA), which includes an assessment of landscape and visual effects. The approach to the LVIA follows professional guidance as set out in the Environmental Statement (ES) Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes Guidelines for Landscape and Visual Impact Assessment (GLVIA3), as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		is presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The methodology has been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The document sets out all data sources used to inform the baseline and the assessment of landscape effects. A selection of landscape and visual viewpoints have been selected for use in the assessment, to support the LVIA and assist stakeholders and ultimately the Planning Inspectorate to understand the likely effects of the Project on landscape character and on views from specific points. Some of these have been used to produce technical visualisations. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. Viewpoint 4.24: Essex Way near Fordstreet (document reference 7.12) illustrates how the Project would appear in views from the landscape to the north of the Colne Valley from Fordstreet, the conservation area and the Public Rights of Way (PRoW) network. Viewpoint 4.25: Essex Way, Mill Road, south of Fordham (document reference 7.12) illustrates how the Project would appear in views from the landscape within the Colne Valley				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		near Mill House and Fordham Bridge where the overhead line crosses the river. Viewpoint 4.20 PRoW near Bullbanks Farm, west of Fordham Heath (Aldham 4) (document reference 7.12) considers views from south of the Colne Valley from the PRoW network. Further visual assessment work relating to this area can be found in Visual Receptor Area (VRA) VRA D5 (Fordham), VRA D6 (Fordham Heath and Eight Ash Green), VRA D7 (Fordstreet and Aldham), which can be found in Appendix 6.13.A3: Visual Baseline and Assessment. These assessments extend to the 3 km Study Area agreed with stakeholders and provide judgements of effects on visual receptors within the 3 km Study Area.				
9-5.427	Suggest the use of High Voltage Direct Current (HVDC) underground cables between Pylons TB41 and TB47 using trenchless construction (e.g. to mitigate impact on the Colne Valley)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty*)'. Where no such designations are present, nor is the area within the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between TB41 and TB47 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

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9-5.428	Suggest that Pylons TB39 and TB40 are relocated away from Coney Byes Farm and Coney Byes House, Highfield Farm, King's Farm, Kinckhams, Dunedin Cottages, Sprawls Farm and Pond Farm (e.g. due to impact on heritage)	The closest properties to pylons TB39 and TB40 are approximately 200 m to the west with some screening of pylon bases by existing woodland. Those properties to the east are in excess of 300 m from the alignment. Our heritage assessment does not show the effects to conflict with policy, nor at a level where there is a requirement to adjust the alignment. The effects of the Project are assessed and presented in the Environmental Statement (ES) and this has identified any need for additional mitigation.			X	
9-5.429	Suggest that the use of underground cables for the Project between Pylons TB35 and TB60 through Aldham (e.g. removing the Cable Sealing End (CSE) compound at Pylons TB35 and TB36), with High Voltage Direct Current (HVDC) underground cables used for this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between TB35 and TB60 through Aldham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-5.430	Concern that the haul road for the Project (near Pylons TB46 and TB47) will damage respondent's reservoir as the road cuts through the bank, and criticism that National Grid have not confirmed that the Project has been rerouted at Pylons TB46 and	National Grid acknowledges the respondents' feedback regards the reservoir at span TB46 to TB47. National Grid has positioned the pylons such that the reservoir is north of the overhead line, approximately mid span between the two pylons. It is overhead line over sail			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	TB47. With this, suggest that Pylons TB46 and TB47 should be relocated nearer to the river, and suggest that any damage or impact on the bank should be reinstated under the guidance of an Engineer to the standards of the 1975 Reservoirs Act / Concern that the Project between Pylons TB46 and TB47 and the subsequent haul road and construction area will cut through the banks of an agricultural reservoir	across the embankment only. We are not proposing any civil works on or close to the embankment. The closest working pads for the construction of the two pylons are approximately 80 m and 20 m away from the bottom of the embankment. Additionally, the proposed temporary haul road has been positioned to the south of the alignment, again approximately 30 m away from the bottom of the embankment. However, the design of the Project will incorporate suitable consideration of the ground conditions based on data from site specific ground investigation and assessment and therefore any risks from ground instability would be considered within the engineering design of the new infrastructure in accordance with best practice. This would mean the Project would be built with any required design and construction mitigation in place.				
9-5.431	Oppose the change to the Project in Aldham, and suggest that the Project should be changed back to the original route at this location (e.g. away from the north-west of respondent's property)	National Grid notes the respondent's preference to return to the original route (which is interpreted as the original graduated swathe – because the alignment has otherwise not changed). However, in the absence of new evidence or the identification of further factors the reasons for changing from the graduated swathe, which were to avoid the over sails of residential homes and gardens (or avoid multiple changes of direction) remain valid and an alignment more consistent with Holford Rules is preferred. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.432	Suggest alternative route for the Project between Pylons TB53 and TB68 (as per previous response from respondent) or, if this is not possible, suggest that Pylon TB64 is relocated further east (e.g. to mitigate impact on Little Tey House) and that Pylon TB63 is relocated further east onto the field boundary (e.g. to mitigate impact on farming) (plan provided by respondent)	The alternative route to the north between TB53 and TB68 is less preferred as it can only be achieved either through a route with a greater number of angle pylons (less consistent with Holford Rule 3 - A summary of the Holford Rules is provided within Appendix I22 of this report) and even then has increased effects on varying combinations of homes and environmental features either to route to the northwest side of Aldham (increased effects on residential amenity in a number of homes or over sails an extensive area of woodland close to a scheduled monument at Warren's Farm with increased tree loss. We have been able to move TB64 somewhat to the east to benefit from screening behind farm buildings. The change is limited by the potential knock-on effects to pylons to either side with any movement of TB65 (to allow greater movement of TB64 and potentially TB63) being to the benefit of the respondent but leading to increased effects for other residents. A small change to TB64 to move it to the east has been made.			X	X
9-5.433	Suggest that Pylon TB148 is relocated to field boundary (e.g. to mitigate impact on farming)	National Grid notes the respondent's feedback. TB148 (now TB150) is not able to be moved to the field boundary as it is an angle pylon and therefore space is required around the pylon for pulling the overhead conductors through during construction. The alignment at this location has also been routed to avoid the woodland to the north, to route between the properties and to avoid the equestrian menage at Mashbury Road as well as avoiding positioning a pylon on a landfill.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Should any landowner have any specific queries regarding impacts to farming or compensation please contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-5.434	Suggest that the Project is rerouted to avoid/remove the Horne Street, Ardleigh, Boxted dog leg, instead being routed from Higham to the west of Boxted, joining and then running parallel to the Ardleigh to Fordham proposed route (e.g. to minimise disruption)	National Grid has reviewed the siting of the East Anglia Connection Node (EACN) substation in light of the feedback and new information about construction corridor widths from the windfarm customers. This is set out in the 2025 Design Development Report (document reference 5.15) which concludes that a relocation as requested remains less preferred because of the effects arising from the need to use multiple corridors for the customer connections leading to increased effects on the National landscape.			X	
9-5.435	Concern that the underground cable section between Dedham Road Langham and the A12 crossing involves felling significant numbers of trees that cannot be reinstated above the proposed trench, and these trees mitigate general sound and noise nuisance including traffic noise from the A12 / Suggest that if trees are removed, there should be noise reduction measures between the A12 and any residential properties adjacent to or within the swathe	In response to this and other feedback National Grid is progressing with an amended design for the Project with an underground cable corridor routed further to the west which substantially reduces the effects on woodland and trees raised by the respondent. The assessment of noise effects and requirements for mitigation is set out in the Environmental Statement (ES).			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.436	Concern that in the area around Springfield Farm, Glebe Farm and Black Brook, the water table is very high, and digging the trench with the consequent drainage mitigation, may disrupt the water table and hence local habitat / Concern that it may also disrupt the capacity of water in respondents well / Request that National Grid ensures that there is no deterioration in water quality or quantity	National Grid has conducted preliminary ground investigations in order to better understand the geology along the underground cable route, including ground water levels. This would be supplemented by more detailed investigations prior to construction. National Grid would assess the impact of the works on all identified ground water sources, including public and private extraction points, and take appropriate measures to avoid detriment to those water sources.			X	
9-5.437	Suggest that the underground section between Dedham Road Langham and the A12 crossing should be constructed via Horizontal Directional Drilling (HDD), or if this is not possible, open excavation and reinstatement should be completed in as short a period of time as possible, with no inactive periods while waiting for work to be completed on other sections	There is approximately 1.8 km between Dedham Road and the A12. The additional cost of utilising trenchless methods for this section is not justified in policy terms. However, like the respondent, National Grid remains keen to keep trenches open for the shortest practical length of time.			X	
9-5.438	Suggest that, instead of the current plan to create a compound and transport hub at the junction of Gun Hill and Dedham Road (AENC-NG-ENG-PLN-0024 sheet 5) which will create an unacceptable volume of traffic on surrounding roads, the compound should be created adjacent to the A12 with direct access and egress to the A12 to the North of Perry Lane	National Grid has reviewed the location of this construction compound and construction laydown area. The compound is located adjacent to the Primary Access Route (PAR). The Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) provides details about the proposed construction access strategy that has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors. Considering the underground cable construction swathe, the required space for a safe access point off			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the A12, the high pressure gas pipeline and the existing junction for Ipswich Road, it is deemed there is not sufficient space adjacent to the A12 to move the compounds. The Transport Assessment (document reference 7.11) includes junction capacity assessments for several junctions within the Strategic Road Network, Major Road Network and Local Road Network. The junctions with potential capacity issues due to the additional construction traffic were identified for a full assessment within the Transport Assessment. The duration of this impact is expected to be low, i.e. one week and therefore, not considered to be significant.				
9-5.439	Request a weight limit of 6 tonnes for all vehicles using the Wick Road junction	National Grid has reviewed this proposed Primary Access Route (PAR) on Wick Road. This PAR is required to have Abnormal Indivisible Load (AIL) vehicles required for the cabling works, and therefore it is not possible to limit Wick Road to 6 tonne vehicles only as the AIL vehicles will not be able to use this PAR. Moreover, Wick Road has not been identified to require a 6-tonne weight limit, and one does not exist currently. Additionally, no suitable alternative has been identified in our design development. The access from Perry Lane off the A12 is deemed unsafe from our highway assessment and based on feedback from local highway authorities and National Highways. Therefore, the only suitable access for construction traffic to this section of temporary haul road is using Wick Road.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams, National Highways, and Anglian Water to understand and gain information on their local road networks and assets including section of the PAR on Wick Road. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The Outline CTMP (document reference 7.3) provides details about the proposed construction access strategy that has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors. The Outline CTMP (document reference 7.3) highlights any restrictions to reduce impacts to other road users from construction traffic related to the Project.				
9-5.440	Request that all deliveries and operatives should report to the compound and be ferried to the appropriate work site to reduce congestion	As part of the pre-application process National Grid has engaged with the relevant authorities, and their highways teams and National Highways to understand and gain information on their local road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The Outline CTMP (document reference 7.3) provides details about the proposed construction access strategy that has been developed to manage the impact of construction vehicles on the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Public Highway and sensitive receptors. The Outline CTMP (document reference 7.3) highlights any restrictions to reduce impacts to other road users from construction traffic related to the Project.				
9-5.441	Suggest that noise reduction measures (e.g. restricting working hours to between 9 am and 4 pm on weekdays, restricting use of vehicles and plant working, the instillation of noise reduction barriers, the disabling of reversing beepers) should be used	Chapter 4: Project Description of the Environmental Statement (ES) (document reference 6.4) provides detail of the construction working hours. It is assumed that the core working hours for construction would be: Mondays to Fridays: 07:00 - 19:00 Saturdays, Sundays, Bank Holidays and other Bank Holidays: 07:00 - 17:00 No percussive piling works would take place outside of the hours of 07:00 - 19:00 Monday to Friday and 07:00 - 17:00 on Saturdays Unless otherwise agreed with the Local Highway Authority, no HGV deliveries would be made to site outside the hours of 07:00 - 19:00 Monday to Friday and 07:00 - 17:00 on Saturdays. Chapter 14: Noise and Vibration of the ES (document reference 6.14) considers the potential effects of construction activities including construction traffic associated with the Project and presents mitigation measures to be implemented to mitigate effects. These mitigation measures are presented within the Outline Code of Construction Practice (CoCP) (document reference 7.2).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.442	Suggest temporary access at Priory Lane should be constructed in such a way that it does not provide new lines of sight to existing properties, and thus reduce their level of privacy	National Grid notes the respondent's feedback and can confirm that it seeks to minimise the impacts of all of its works. Access arrangements must primarily allow for safe access and egress from and to the public highway and are selected where possible to reduce the requirement for any management of vegetation. In some cases, any potential for vegetation management may be reduced by the use of traffic management measures considered and designed on a case by case basis. Details would be discussed with relevant landowners.			X	
9-5.443	Suggest that in accordance with National Planning Policy Framework (NPPF) (para. 205) and the guidance in the Overarching National Policy Statement for Energy (ONPS - EN-1) (para. 5.9.12), National Grid undertake further viewpoint analysis to better understand this impact on St Mary's Church, Washbrook (e.g. as it is not possible to determine through the landscape and visual analysis presented in the Preliminary Environmental Information Report (PEIR)).	Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) provides an assessment of landscape and visual effects. The Landscape and Visual Impact Assessment (LVIA) builds on the preliminary information and detail provided in the Preliminary Environmental Information Report (PEIR). An assessment of effects on visual receptors is provided in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The area around St Mary's Church, Washbrook is within Visual Receptor Area (VRA) C2 Washbrook. Significant effects on visual receptors within VRA C2 are reported up to a distance of approximately 1.5 km from the Project. An assessment of effects on visual receptors at representative viewpoints is also provided in ES Appendix 13.3. Viewpoint 3.04 is located along Church Lane, Washbrook and near to St Marys Church (1194408), Washbrook (Figure 7.12.F74) (document reference 7.12).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		An assessment of potential impacts of the Project on designated and non-designated heritage assets, including as a result of change to setting that affects an asset's value, has been undertaken and is reported in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and its appendices (document reference 6.11.A1 to 6.11.A7). A dedicated heritage photomontage (HE24) was produced from the south edge of St Mary's churchyard, c. 30m south to the asset, specifically to illustrate how the proposed alignment sits within the church's setting and views. The photomontage sequence (HE24) was taken from two representative spots within the churchyard of St Mary's. For each location an existing view (upper image of each pair) is followed by a proposed view (lower image) in which the modelled 400 kV overhead line has been added. Taken together, the montage shows that the proposed line would be perceptible from selected points in the churchyard but would appear as small, filtered elements on the remote skyline. The church's intimate, enclosed setting, framed by mature yews and gravestones, remains the key visual focus; the new infrastructure would introduce only a slight change to wider views, consistent with the conclusion of a minor adverse effect on the asset's setting during both construction and operation phases. The assessment considered all necessary evidence and factors to reach a robust and demonstrable conclusion on this heritage asset.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.444	Criticism of the desk study completed for the Project for Study Area 5.10.2 (e.g. does not show full impact on Ardleigh)	Chapter 14: Noise and Vibration (document reference 6.14) of the Environmental Statement (ES) considers the potential effects of noise and vibration associated with the Project and presents mitigation measures to be implemented to mitigate effects, which are presented within the Outline Code of Construction Practice (CoCP) (document reference 7.2). The study areas described in paragraph 5.10.2 of the Non-Technical Summary of the PEIR (and used in the ES) are based on applicable guidance for noise and vibration assessments. The Study Areas are of adequate size to cover the range of potential impacts from Large to Negligible (and therefore significant to not significant). Significant adverse effects are therefore not expected outside of the study areas. Parts of Ardleigh closest to the Project fall within the construction noise and vibration Study Area and are assessed accordingly. No significant adverse noise and vibration effects are expected in Ardleigh resulting from the Project where mitigation in the form of Best Practicable Means (BPM) are applied.			X	
9-5.445	Suggest that the Cable Sealing End (CSE) compound west of Little Horkesley is relocated further south to a location from which it and associated overhead lines are not visible from within the Dedham Vale, even if this results in a longer route (e.g. in line with National Policy) / Suggest that CSE compounds are relocated to locations which do not impact views in / out of the Dedham Vale National Landscape (previously known as the	The respondent's preference to relocate the Cable Sealing End (CSE) compound west of Little Horkesley further south is noted and has been considered. However, we do not consider the additional cost, given the low level of effects on the National Landscape (the policy in the National Policy Statement (NPS) EN-5 does not require there to be no visibility from the National Landscape) to justify the additional cost (and effects arising) from extending the underground cable	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Dedham Vale Area of Outstanding Natural Beauty (AONB))	distance. In the absence of new evidence or the identification of further factors we continue to consider the proposed CSE compound site to the west of Great Horkesley to be preferred, and no change is proposed.				
9-5.447	Concern about impact of Pylons TB67 and TB68 on trees and residences, and suggest that existing overhead line should be replaced with underground cables as a mitigation for the Project in this location (plan provided by respondent)	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Networks to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable and also to remove some sections of 132 kV overhead line to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in Chapter 13.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.448	Suggest that Pylon TB69 is relocated back to location originally proposed (e.g. to mitigate impact on public footpaths and the Kings Arms pub) (plan provided by respondent)	National Grid notes the respondent's feedback. TB69 was moved between the 2023 non statutory consultation and the statutory consultation. Due to long spans between pylons in this section, to move TB69 back to the west of the hedge would require taller pylons and therefore would increase visual impacts. Therefore, the current location of the pylon is preferred, and no change has been made.			X	
9-5.449	Concern about the impact of the Project on sand and gravel extraction site (property reference provided by respondent), and suggest that the Project is routed further north of the land promoted north of Wick Lane (e.g. to mitigate impact on mineral extraction)	National Grid has considered other routes in this area to seek to avoid the proposed minerals site but concluded that alternatives to north and south are less preferred. Those to the south are not deliverable due to existing and proposed water bodies, those to the north transfer effects to other receptors and position pylons closer to the Dedham Vale National Landscape. Nonetheless we have sought to reduce effects by positioning of TB17 to the eastern edge but acknowledge some restriction on extraction would occur in respect of TB18 should the site be taken forwards.			X	X
9-5.450	Suggest that Pylons JC19 to JC23, particularly Pylon JC21, are relocated to reduce visual impact (no location given)	National Grid has considered alternative alignments for the Project pylons indicated both to the north and south of the alignment (in place of existing 132 kV overhead lines though noting that the line to the north is being removed by the Bramford to Twinstead Reinforcement). Neither of these alternative routes is preferred because of greater effects on residential amenity through being closer to properties than the Project. Other in-line pylon moves were also considered but do not change the visual impact which is principally understood to be from			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		open views when leaving the village as a result of hedgerow removal.				
9-5.451	Concern that there is an area of land to the north of the road which is sterilised by the location (plan provided by respondent) / Suggest that this road is located at the boundary. If not possible, the land behind the road should be included in the purchase / compensation	National Grid notes the respondent's feedback and has reviewed the alternatives suggested. One suggestion to follow the eastern field boundary and the other to follow the northern field boundary adjacent to the properties within Little Bromley. Whilst potentially a reasonable option for very occasional AIL movements the potential for this to be used for construction HGV movements until the substation haul road becomes available raises the level of environmental effect for residential occupants meaning this is considered less preferred. National Grid recognises that decision making is influenced to an extent by factors that are as yet uncertain, such as potential use by construction HGVs which depends on when North Falls or Five Estuaries commence their works. Whilst still to be confirmed National Grid is aware of some calls from Local Planning Authorities involved with the windfarm Development Consent Orders (North Falls and Five Estuaries) for restrictions to be imposed to prevent wind farm construction before the Project is consented and free from judicial review risk. This increases the likelihood that the AIL route will be carrying construction HGVs. On this basis we propose to make no change at this stage to the route presented at the 2025 targeted consultations but we will continue to engage with the landowner(s) (as information continues to emerge) to either take forward the arrangements as proposed or,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		subject to necessary permissions being secured, may adopt one of the alternatives.				
9-5.452	Concern about the impact of the split of underground cables within the southern part of Langham Hall Estate (e.g. two underground cable routes across Langham Hall Estate joining to the north of the River Stour across the Estate; impact on business and landscape), and criticism that the rationale for the split of underground cables is not clearly explained or assessed	The crossing of the River Stour is constrained by various existing features and conditions. This includes a gas main to the east of the corridor, a source protection zone 1 to the west of the corridor and various waterbodies and bends in the River Stour between the two proposed corridors. These constraints mean that there is not sufficient width in either corridor for a typical Horizontal Directional Drilling (HDD) installation of the proposed underground cables. Therefore, at statutory consultation, two corridors were presented, with the expectation that one cable circuit (nine cables) would use the western route and the other would use the eastern route. In response to feedback, National Grid has undertaken further review of options and assessment of site conditions, with the aim of reducing the works to one corridor only at this location. The results of these investigations do not provide a conclusive solution for either option (most notably because of ground conditions that appear unsuitable for HDD on the western corridor). Therefore, both corridors are retained, with the intent that either one or other is taken forward at detailed design stage.			X	
9-5.453	Suggest that Pylons TB41 to TB44 and the proposed haul road for the Project should be relocated further away from residences (e.g. due to visual impact)	Alternative alignments to increase the distance to the nearest properties around TB41 and TB44 have been considered and would have routed more directly south before turning to the west around Hillhouse wood and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		passing south of King's Farm to reconnect the alignment either to the north or south of the river have been considered. These are less direct and less consistent with Holford Rule 3 and have similar effects to the shorter more direct alignment. A summary of the Holford Rules is provided within Appendix I22 of this report. Given also that separations from the alignment are at 200 m or greater it is concluded that the alignment is preferred, and no change is required.				
9-5.454	Suggest alternative route for the Project between Pylons TB36 and TB42, including an extension to the use underground cables, from where the Project crosses Crabtree Lane to follow a direct route to Pylons TB41 and TB42 (plan provided by respondent; e.g. to mitigate impact on farming)	National Grid has assessed the alternative submitted by the respondent to extend the underground cable and to site the Cable Sealing End (CSE) compound between TB41 and TB42 (now TB40 to TB41). This change has been considered previously as set out in the 2023 and 2024 Design Development Reports (available on the Project website). We do not consider this limited change to justify the additional cost for a longer length of underground cable. In the absence of new evidence or the identification of further factors we continue to consider the proposed Cable Sealing End (CSE) compound site to the west of Great Horkesley to be preferred, and no change is proposed.			X	
9-5.455	Suggest that Pylons TB59, TB60 and TB61 are relocated near to hedgerow (e.g. to mitigate impact on farming, potato crop and irrigation practices, such as boom irrigators, which occur in straight lines), and suggest that National Grid fully reinstate any drainage damaged by construction of the Project	National Grid notes the respondent's feedback. It is not possible to relocate the pylons to hedgerows for several reasons. The presence of a Site of Special Scientific Interest (SSSI) to the south and residential properties to the north limit opportunities for deviations to seek to position pylons to hedgerows without undue introduction of multiple angles. The presence of the railway also			X	

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		requires the pylon to be set back away from the rail line a distance that allows for essential scaffolding to be constructed. This in turn limits the ability to reposition other pylons and in this case no change has been made.				
9-5.456	Respondent is open to accommodating the haul road on their land near Halstead Road, Colchester, and this can be using the existing access in the south-east corner of the field or by creating a new access. However, this is on the condition that the road must be shared with the respondent to ensure continued access to their farming operations in other fields. Therefore, it needs to be wide enough to accommodate two-way agricultural traffic and seamlessly connect with the wider farm track network. Assuming these conditions are met, the respondent would agree to the haul road becoming permanent. They therefore request that in the Development Consent Order (DCO) application, dual construction and use by the landowner be specified, and that National Grid obtain planning permission to retain the track as permanent after the project is completed. A suitable crossing point must be installed on the haul road to facilitate safe passage for pedestrians using the public footpath and preventing trespass on the respondent's land. The road construction must include a reinforced underground irrigation pipe capable of accommodating a 6-inch irrigation main or larger,	A suitable crossing point of the haul road or alterative diversion will be provided, details of which can be found within the Outline Public Rights of Way Management Plan (document reference 7.6) PRoW Management Plan and Access, Rights of Way and Public Rights of Navigation Plans (document reference 2.5) submitted along with the Development Consent Order (DCO) application. The detailed design of the haul road with specific requirements such as irrigation will be undertaken post DCO submission. Discussions with landowners will continue following the DCO submission.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	ensuring uninterrupted irrigation capability on the farm (plan provided by respondent)					
9-5.457	Respondent is willing to host a compound on their land near Halstead Road, subject to agreed commercial terms. Upon initial review, they propose the hatched area on their plan (plan provided by respondent)	National Grid notes this offer but does not believe this site provides any particular advantage. The offer will be relayed to the appointed contractor who may have a different perspective.			X	
9-5.458	National Grid considered alternative sites for the East Anglia Connection Node (EACN) substation in their Design Development Report 2023, including a site immediately north of Ardleigh and the former RAF Boxted site. These alternatives were limited in scope and insufficient to address the significant impacts on the Dedham Vale. The site north of Ardleigh is not large enough to accommodate all the combined substation elements, while the former RAF Boxted site would require an increased extent of underground cables through the Dedham Vale, resulting in greater environmental effects and construction risks. Given the constraints and the significant impacts on the Dedham Vale, National Grid should look further afield than they did in the Design Development Report 2023 to find an alternative location for the EACN substation that would minimise harm to these sensitive areas by allowing use of undergrounding for both incoming and emergent cable. For example, in their Strategic Options Back Check and Review, National Grid considered an expanded substation at	The implications of substation siting and the need for the connections from the windfarms and interconnector formed an element of the decision making on the East Anglia Connection Node (EACN) substation siting. We have reviewed the appropriateness of the EACN substation site as information has emerged such as co-ordination between North Falls and in response to feedback. We do not consider that the levels of effect of the Project are sufficient to offset the broader factors, set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS), the 2023 and 2024 Strategic Options Backcheck and Reviews (SOBR) (available on the Project website) and the 2025 SOBR (document reference 7.17), that guided decision making and the challenges to get multiple connection corridors through to any site further west. The 2025 Design Development Report (document reference 5.15) published with the Development Consent Order (DCO) submission considers the potential for the use of underground cable past Ardleigh but concludes it does not meet the decision making criteria set out in National Policy Statement (NPS) EN-5.			X	

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	Twinstead. They examined two options for the Southern route of Norwich to Tilbury: EAS1 Twinstead to Tilbury, and EAS2 Bramford to Twinstead (Strategic Options Back Check and Review, Chapter 15). In any event, any engineering constraints close to Ardleigh would not prevent undergrounding the section from Pylon TB8 onwards which would dramatically reduce harm to the Dedham Vale in the vicinity of Ardleigh, as well as along the whole southern edge through removal of pylons and the Cable Sealing End (CSE) compound east of Great Horkesley. This, of course, in addition to the benefits to community, landscape, and heritage in the areas of Ardleigh and Great Horkesley					
9-5.459	Save for the section between Pylons TB1 and TB7 none of the stated considerations for exemption apply and therefore the entire section from the East Anglia Connection Node (EACN) substation to the western Cable Sealing End (CSE) compound must be constructed using underground cable and the position of the western CSE compound must in policy terms be relocated to the area between Pylons TB41 and TB42. Undergrounding is technical infeasibility between Pylons TB1 and TB7 only due to an exceedingly poor choice of location for the EACN. An alternate location must be sought to remove this constraint and this section also uses underground cables.	National Grid appreciates that different respondents may have different interpretations of policy but has developed the Project based on its interpretation which is set out in the Planning Statement (document reference 5.6). We do not agree that the entire section should be underground, nor with the policy interpretation presented. More detail on the reasons for not changing to underground cable are set out within the 2025 Design Development Report (document reference 5.15).			X	

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	In the terms of the National Policy Statement for Energy NPS-EN5 the changes outlined here are required and National Grid are precluded from arguing increased cost as a reason to construct pylons between TB1 and TB41. Even absent this requirement, there would be an extremely strong case for further use of underground cables in the vicinity of Ardleigh, for extension of the underground section at Great Horkesley both to the East and West, nevertheless. Such changes will dramatically reduce harm to Ardleigh and to the clusters of historic Listed Buildings near to both CSE compounds without increasing harm elsewhere. In respect of the western CSE compound, National Grid has wrongly computed the additional length of underground cable necessitated and, as a result, even on a cost-benefit basis its determination would be wrong					
9-5.460	The western Cable Sealing End (CSE) compound could be straightforwardly moved further south into a valley in order to take much better advantage of topography and existing screening. It and associated pylons may also be located against existing woodland, pockets of which are prevalent across this landscape, in order to screen and break up impact	The respondent's preference is noted and has been considered previously as set out in the 2023 and 2024 Design Development Reports (available on the Project website). However National Grid considers that the actual site level reduction would not substantially change the level of screening provided and do not consider this limited change to justify the additional cost for a longer length of underground cable. In the absence of new evidence or the identification of further factors we continue to consider the proposed Cable Sealing			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		End (CSE) compound site to the west of Great Horkesley to be preferred, and no change is proposed.				
9-5.461	Absent the East Anglia Connection Node (EACN) the route of pylons must, in accordance with National Policy, be moved away from the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) to one of the alternative routes already identified by National Grid and the Electricity System Operator (ESO) (e.g. given the savings highlighted by National Grid, they should consider doing this regardless)	National Grid appreciates that different respondents may have different interpretations of policy but has developed the Project based on its interpretation which is set out in the Planning Statement (document reference 5.6). In this case we do not agree with the respondent's assertion of the certainty about the use of underground cable. National Grid's technical experts have contributed to the identification of those areas where it is considered that the circumstances justify a change to underground cable with this information presented in the 2025 Design Development Report (document reference 5.15).			X	
9-5.462	Suggest that underground cables at the Black Brook watercourse and A12 crossing are installed via directional drilling over the ¾ mile stretch from A12 crossing through Glebe Farm to join the already proposed directional drilling at Langham Hall as the Project goes through the National Landscape (e.g. as per originally proposed for the Project)	National Grid has considered various alternative routes in the vicinity of Black Brook. Constructing a directional drill over approximately ¾ mile would be a very significant technical challenge. Whilst not impossible, this is substantially longer than would typically be considered feasible. Risks of installation failure are compounded by the need for 18 separate drills, one for each proposed cable. If this option were taken forward, alternative trenchless methods would likely be required (likely requiring a ventilated tunnel – this would be a substantial engineering project in its own right, the cost of which is not supported in policy terms). Various existing features, including the A12, residential properties, waterbodies, various gas pipelines, commercial properties/sites and some substantial level			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		changes preclude alternative cable routes outside of the current alignment.				
9-5.463	Criticism that National Grid has used incorrect / incomplete information on the respondent's property on Gun Hill (address provided by respondent) (e.g. National Grid's description does not highlight that the property sits within the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) / Concern about the impact of the Project on respondent's property (e.g. structural impact; health impacts if the building is disturbed as there is potential for dust due to age of the property and materials used). With this, suggest that the construction laydown area is relocated further away from respondent's property	National Grid has considered various locations for each construction compound. The compound located near Gun Hill is positioned to be close to the public highway to support access to the section of underground cable between the A12 and the River Stour. The only reasonable access to this section is via Ipswich Road, meaning that there are few alternative compound locations available. The proposed location is one of a few accessible fields that are outside the designated National Landscape (albeit in close proximity to the designation). Alternative locations have been considered within the same field, but these simply transfer the effect. The proposed construction compound, haul road and bellmouth that are located near Gun Hill would comprise surface works only (i.e. removal of topsoil, spreading and compacting stone, etc.) rather than any activities that would require piling or other activities that may generate more notable vibrations). The nearest part of the proposed construction compound is approximately 90 m from the nearest property on Gun Hill. At this distance any vibrations would not be sufficient to cause damage (even cosmetic) to buildings. We have completed an Environmental Impact Assessment (EIA) which has assessed the impacts of the Project including dust and air quality and has included any mitigation required.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.464	Suggest that the haul road entrance off Ipswich Road is relocated further towards the Colchester direction and the construction laydown is relocated to the other side of the haul road (e.g. due to the Quarry, flooding risk, possible risk to impacting the water course feeding ponds, lakes, river)	National Grid notes the respondent's feedback and is proposing to move the construction laydown area as far west into the field as possible to move away from Ipswich Road and the respondent's property. There has also been a change to the underground cable alignment in this area to also move further west. Relocating the access point further south has not been taken forward as it would transfer effects onto another property. The scope to reposition the access is also limited by the proximity to the junction with Coles Oak Lane, and the area of dense vegetation adjacent to the southern side of Copart Direct. Whilst not changing the access location, the red line boundary around the access and its visibility splays has been reviewed and amended and the Order Limits reduced. Additionally, the Order Limits along the property side of Ipswich Road has been adjusted to trace the carriageway edge based on our OS mapping. Therefore, the works on the property side of Ipswich Road shall be contained within the highway boundary and there will be no direct impact on properties.			X	X
9-5.465	Criticism that the land take associated with Pylon TB76 seems excessive / Suggest that this pylon is reconsidered	National Grid notes the respondent's feedback. TB76 (now TB77) was previously an angle pylon, the working area around angle pylons is larger as more space is temporarily required around them to string and pull the overhead conductors through during construction. Due to a change in the alignment at this location, TB76 (now			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		TB77) is no longer an angle pylon and therefore the space required around it for construction has been reduced.				
9-5.466	Concern regarding the underground cables proposed by the Project where the new line crosses the existing overhead lines each side of Pylon TB75 (e.g. there are 5 existing pylons where underground cables as part of the Project cross the existing overhead lines at this location) / It is essential that the Project does not interfere with respondent's underground irrigation pipes from the reservoir	The lower voltage overhead lines that need to be replaced by underground cable would be installed in a manner that maintains existing connections of services and utilities. Irrigation pipes would be treated in the same manner such that legitimate existing services are maintained.			X	
9-5.467	Suggest that National Grid should collaborate with North Falls and Five Estuaries with respect to the construction phase and the transportation routes envisaged in order to minimise disruption and pollution to the residents of Tendring Village	National Grid has worked with North Falls and Five Estuaries as we developed our access proposals for the Project. Regular engagement has been maintained with them through the design process to minimise disruption to the local community. Further engagement would be maintained during construction, subject to consent being granted for the Project.		X		
9-5.468	Suggest that underground cables as part of the Project are extended just past Little Wenham (e.g. to mitigate visual impact and impact on heritage assets) or at least uses T-Pylons	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Raydon and Little Wenham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions				

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		between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-5.469	Suggest that the Project is rerouted (brown route on plan provided by respondent) further to the north and following the line of existing 132 kV pylons, which are proposed to be removed as part of the Bramford to Twinstead project which has already been recommended for approval under a separate Development Consent Order (DCO) (e.g. to mitigate visual impact, minimise the need for more access tracks and an expansion of construction traffic by co-ordinating with Bramford to Twinstead, mitigate impact on residents, and make use of an already established route)	An alternative to route the alignment to the north of Chattisham following the 132 kV overhead line alignment has been considered. However, to adopt the alignment would require adoption of a route to the west of Brimlin Wood which would lead to greater effects on residential amenity (through closer proximity) particularly on properties to the west end of Hintlesham, certain properties on the route between the Project north-east from the Cable Sealing End (CSE) compound and on a scheduled monument. Additionally, National Grid considers it disingenuous to have confirmed the removal of the 132 kV overhead line as part of the Bramford to Twinstead reinforcement to then reintroduce an overhead line as part of this Project.			X	

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9-5.470	Suggest that the Project is rerouted immediately to the north of Brimlin Wood (the yellow route on plan provided by respondent if brown route is not possible) rather than introducing a dog-leg and abrupt angle change to the south of the wood (e.g. to mitigate impact on Little Wenham Hall, visual impacts and public footpath, and to reduce the number of access tracks required across open farmland)	National Grid considers that the effects experienced at the Grade I listed buildings at Little Wenham are insufficient to justify a change to the alignment or fundamental arrangements for the Project. A diversion of the alignment to the north of Brimlin Wood would lead to increased effects to residential amenity and increased heritage effects due to the close proximity to properties and a moat to the immediate north of Brimlin Wood where it is further complicated by the need to reconnect to the current alignment, therefore no change is proposed.			X	
9-5.471	Suggest that if a trenchless crossing technique is not suitable at the St Mary's Church Wood, Langham, that a full assessment of the impacts of woodland removal should be made in reference to the defined special qualities of Dedham Vale National Landscape (previously the Dedham Vale Area of Outstanding Natural Beauty (AONB)) as part of the Landscape Visual Impact Assessment (LVIA)	National Grid notes the respondent's feedback. Although a trenchless crossing was proposed at this location, following feedback received at statutory consultation, we have made a change to the underground cable alignment at this location which would move the alignment to the west and therefore avoid St Mary's Church Wood.	X			X
9-5.472	Suggest relocating the Cable Sealing End (CSE) compound at Great Horkesley to the east by two fields as per plan provided by respondent, and suggest that the new access from the A134 is retained and that a new haul road to Broad Lane is provided as per plan provided by respondent, which should be retained after construction, with National Grid obtaining the necessary planning consent	National Grid has reviewed the positioning of the haul road and has made a change for the access off the A134 to route across to the farm track from where it turns to the south. This change aligns with the request. It is also noted that the access to the north to Broad Lane is a permanent right of access only and is not envisaged to be constructed as a haul road, but instead to utilise the existing road for infrequent maintenance visits. Construction works for the Project are all			X	X

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		temporary, but we are open to discussion about leaving elements of the temporary works (or the materials) for the benefit of the landowner subject to them securing the necessary permissions. In response to feedback, National Grid has considered whether the Cable Sealing End (CSE) compound location to the east of Great Horkesley could be moved further east. Relatively localised movement to the edge of the field or moving it one or two fields to the east are constrained by gas and water pipelines and the edge of properties and hedge lines to the north. Movement may be possible further east but this would increase the underground cable length. In all cases we concluded that the effects reported as driving the request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. The effects of the Project are assessed and presented in the Environmental Statement and any need for additional mitigation identified.				
9-5.473	Suggest National Grid use underground cables for Pylon TB47 (e.g. to mitigate the impact on the archaeological dig, as moving the Project further south would not be feasible due to the floodplain and Fiddlers Hill ancient woodland)	National Grid notes the respondent's feedback, TB47 has been moved to the north-east into the next field to avoid having a pylon sited at the archaeological dig. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at TB47 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. The impacts of the Project on the historic environment have been assessed in Chapter 11 (document reference 6.11) of the ES. The assessment considers the potential impact on buried archaeology and includes an assessment of potential impacts through change to setting that affects the value of a heritage asset. Due to the likelihood of impact that the buried archaeological asset would have experienced because of the former placement of TB47, the pylon was subsequently moved to the neighbouring field to the north-east, mitigating potential physical impacts. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-5.474	Suggest Construction Compound JC-CC2 be moved further north to align with a new access road, the Cable Sealing End (CSE) compound and the	National Grid has noted the respondent's feedback and has reviewed alternative locations for JC-CC02. The	X			X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Construction Compound JC-CC1 / If Construction Compound JC-CC1 and JC-CC2 cannot be combined, suggest JC-CC2 is moved to Notley Enterprise Park, as per annotated map provided by respondent for the Dismantled Railway Line (e.g. this would allow easier access for the workers to and from the compound via the new access road and not add further traffic flow to the congestion through Holton St Mary)	proposed compound between Raydon and Holton St Mary serves underground cabling works between the proposed Cable Sealing End (CSE) compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land adjacent to Notley Enterprise Park would increase the distance that construction vehicles must travel from the primary access route by approximately 1.5-1.8 km. Approximately two thirds of the cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements from the compound to work sites along the cable alignment. In response to various pieces of feedback, National Grid has proposed the construction of a separate construction haul road to the north of Holton St Mary, to remove construction traffic from the majority of the B1070.				
9-5.475	Concern that Pylons TB44 to TB50 will greatly impede natural baseflow and spring seepage to the river along the reach through Aldham and Fordham (e.g. construction of the haulage roads and sinking forty metre square, concrete pylon plinths, will significantly disrupt the natural and ancient shallow flow paths which, in non-indurated lithologies such as these, may not be able to re-establish themselves)	A review of the geology (superficial and bedrock) and hydrogeology of the study area is presented within Chapter 9 Contaminated Land, Geology and Hydrogeology of the Environmental Statement (ES) (document reference 6.9), together with an assessment of the potential effects on identified receptors including groundwater. The assessment is informed by a groundwater risk assessment, included as the ES Appendix 9.3: Groundwater Baseline and qualitative Groundwater Risk Assessment (document reference			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		6.9.A3) which assess the potential effects on groundwater in relation to the specific geological/ hydrogeological setting. It is considered unlikely that pylon bases and foundations would significantly impede groundwater flow however Commitment GH02 included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) requires a Foundation Works Risk Assessment to be undertaken where piled foundations are proposed, and at trenchless crossing locations.				
9-5.476	Concern over that Pylon TB46 is sited along Fossetts Lane, where there is significant spring flow, which is essential to water dependent habitats which thrive in that area of shallow seepages (e.g. this could cause potentially irreversible damage)	A review of the geology (superficial and bedrock) and hydrogeology of the study area is presented within Chapter 9 Contaminated Land, Geology and Hydrogeology of the Environmental Statement (ES) (document reference 6.9), together with an assessment of the potential effects on identified receptors including groundwater. The assessment is informed by a groundwater risk assessment, included as the ES Appendix 9.3: Groundwater Baseline and qualitative Groundwater Risk Assessment (document reference 6.9.A3) which assess the potential effects on groundwater in relation to the specific geological/ hydrogeological setting. It is considered unlikely that pylon bases and foundations would significantly impede groundwater flow however Commitment GH02, included in the Outline Code of Construction Practice (CoCP) (document reference 7.2), requires a Foundation Works Risk Assessment to be undertaken where piled			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		foundations are proposed, and at trenchless crossing locations. An assessment of potential impacts and effects on any Groundwater Dependent Terrestrial Ecosystems is presented in Chapter 8: Ecology and Biodiversity of the ES (document reference 6.8).				
9-5.477	Suggest that National Grid use a trenchless crossing technique within Church Wood adjacent to St Mary's Church, Langham (Grade I Listed) and Church Farm (formerly the Glebe Farm, Grade II Listed) within the Dedham Vale National Landscape (formerly the Dedham Vale Area of Outstanding Natural Beauty (AONB)) on the Langham Hall Estate	National Grid notes the respondent's feedback. Although a trenchless crossing was proposed at this location, following feedback received at statutory consultation, we have made a change to the underground cable alignment at this location which would move the alignment to the west and therefore avoid St Mary's Church Wood and move further away from Church Farm.	X			X
9-5.478	Suggest that three trees that are highly important landscape features and appear to be removed, require assessment for quality and the route should be reconfigured to retain these trees (at the northern section of CCC boundary as the undergrounding splits around the lake).	Detailed arboricultural surveys have been undertaken across the route and results have been used to inform the iterative design process, details of which are presented in Environmental Statement (ES) Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6). The Ancient Woodland and Veteran Tree Strategy (see Appendix B of the Outline Landscape and Ecological Management Plan (document reference 7.4)) sets out the ancient woodland and veteran tree surveys undertaken on the Project, the impacts and proposed mitigation measures. The three veteran trees noted in the stakeholder's response are no longer inside have been removed from		X		X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the Order Limits and Limits of Deviation; the unique Root Protection Zones have been used to determine an adequate buffer from each tree. Where possible the Project has removed veteran trees from the Order Limits.				
9-5.479	Suggest underground cables are used at Black Brook TM 03098 32454 to avoid the loss of 800+ trees in this section	National Grid notes the respondent's feedback, National Grid assumes the respondent is requesting the use of a trenchless installation method at Black Brook. Trenchless installation via Horizontal Direction Drilling (HDD) is taken as a baseline across the Project – at present, and allowing for variability in site conditions, there is insufficient space to install using this method at Black Brook. Therefore, trenchless installation would rely on alternative trenchless methods, which are more expensive than HDD. National Grid and their contractors would seek to minimise the impact on the existing trees and vegetation by reducing the construction. Construction practices to manage access and further minimise disruption are also subject to discussion. The impact on habitats, wildlife and ecology have been assessed by a team of specialists, who have inputted into the decision-making process. A detailed habitat survey on the woodland and grassland habitats either side of Black Brook and the brook itself has been undertaken. An assessment of impact on the habitats in this area as a result of the open cut cabling have been included within Chapter 8:		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES).				
9-5.480	Suggest the Public Right of Way (PRoW) route from Pepper Lane (off of Boxted Straight Road) then runs along a line of mature oaks which sit between pylons TB31 and TB32 just before the CSEC - in the position of the '99' on the OS base on Figure 4.1 pages 35 of 60, OS grid ref 98994 30484 - is amended	The construction interactions identified for each affected Public Right of Way (PRoW) have determined the management regime applied but as noted previously, the intention has been to minimise the disruption to PRoW users as far as reasonably practicable. On this basis, the following hierarchy has been applied: Where options are identified to keep PRoWs open, these have been preferred in the first instance. This may include the use of physical management measures at access points to work areas, if considered to be required. The intent of the management approach would be to maintain access for PRoW users on the existing alignment, or along a temporary, short term, localised diversions around working areas in a safe and controlled manner Where it is not considered practicable to maintain access along the existing PRoW alignment, diversions have been considered. Where these are required, PRoW diversions have been proposed along the shortest identified suitable route, taking cognisance of existing land boundaries and features Where no suitable diversion routes are identified, temporary or permanent PRoW closures with no diversion route have been considered, but only as a last resort.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		For more information refer to the Outline Public Rights of Way Management Plan (document reference 7.6).				
9-5.481	Suggest the alignment is amended to avoid the woodland at TL 92778 27278 / Suggest this woodland is assessed and catalogued to ensure adequate compensation noting this is all publicly accessible land	The impact on the woodland at TL 92778 27278 has been limited to the electrical clearance associated with the overhead line, with the pylon working areas and the construction haul road positioned outside of the woodland block. Given that the woodland is linear in nature, it has not been possible to avoid impacts completely. Potential impacts on the woodland have been quantified and included within the Biodiversity Net Gain (BNG) assessment (document reference 7.1). Appropriate mitigation/enhancement for woodland impact has therefore been included within the BNG assessment based on standard multipliers within the statutory BNG metric. National Grid are committed to delivering at least 10% BNG with environmental and societal benefits.		X		
9-5.482	Suggest sensible micro siting choices of construction access points at the crossing of Fordstreet Hill to enable some trees to remain, noting loss of the old tree hedge and excellent larger block of trees at TL 92238 26614 - especially since this construction swathe will have significant public visibility along the access points so any filtering that can be retained must be	The proposed vegetation clearance in this location is to ensure clear lines of visibility (pink and blue line) for the proposed junction. Unfortunately, some vegetation will be required to be removed. The proposed intention is to only clear vegetation in front of the visibility line i.e. between the road and the pink/blue lines. All vegetation behind this will remain untouched. Please refer to the drawings within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).		X		
9-5.483	Suggest pylon TB69 is moved 20 m north to filter views from the Kings Head Public House Inn and the	National Grid notes the respondent's feedback. We have tried to route and site the Project in accordance		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	apex of two Public Rights of Way (PRoWs) and remove the conflict with the deep hedge/tree line	with the Holford Rules where possible and moving TB69 north would add an additional angle pylon. We are therefore not proposing a change to the location of TB69. A summary of the Holford Rules is provided within Appendix I22 of this report. We have undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects.				
9-5.484	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report (document reference 5.15), published as part of the Development Consent Order (DCO) application.	X	X	X	
9-5.485	Suggestion that the Project is routed away from / the Project should not be located at Burstall	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Burstall In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Burstall.				
9-5.486	Suggestion that the Project is routed away from / the Project should not be located at Aldham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Aldham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Aldham.	X		X	
9-5.487	Suggestion that the Project is routed away from / the Project should not be located at Holton St Mary	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Holton St Mary. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Holton St Mary.				
9-5.488	Suggestion that the Project is routed away from / the Project should not be located at Raydon and Raydon Airfield	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Raydon. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Raydon. National Grid has appointed an independent aviation consultancy which has engaged with the operators of Raydon Wings airfield (with National Grid also present) to inform their impact assessment. It is assessed that whilst the overhead line represents a new obstacle in the vicinity of the aerodrome, it is sufficiently distanced from the runway, take-off and landing paths, and flight circuits to the north to enable operations to continue safely, although minor changes to operational procedures may be undertaken by the	X		X	

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		operator. We will continue to engage with the relevant parties to confirm the acceptability of the design. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-5.489	Suggestion that the Project is routed away from / the Project should not be located at Chattisham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Chattisham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Chattisham.	X		X	
9-5.490	Suggestion that the Project is routed away from / the Project should not be located at Hillhouse Woods	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Hillhouse Woods. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Hillhouse Woods.				
9-5.491	Suggestion that the Project is routed away from / the Project should not be located at the Colne Valley (e.g. Pylons TB41 to TB47)	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Colne Valley, specifically pylons TB41-TB47. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at the Colne Valley.			X	
9-5.492	Suggestion that the Project is routed away from / the Project should not be located at Great Horkesley	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great Horkesley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Great Horkesley.				
9-5.493	Suggestion that the Project is routed away from / the Project should not be located at Great Wenham and Little Wenham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great and Little Wenham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Great and Little Wenham.			X	
9-5.494	Suggestion that the Project is routed away from / the Project should not be located at West Bergholt	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from West Bergholt. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Appendix I22 of this report. We are therefore not proposing a change to the alignment at West Bergholt.				
9-5.495	Suggestion that the Project is routed away from / the Project should not be located at Fordham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Fordham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Fordham.	X		X	
9-5.496	Suggestion that the Project is routed away from / the Project should not be located at Marks Tey	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Marks Tey. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Marks Tey.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.497	Suggestion that the Project is routed away from / the Project should not be located at Ardleigh	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ardleigh. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Ardleigh.	X		X	
9-5.498	Suggestion that the Project is routed away from / the Project should not be located at Little Bromley	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Little Bromley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Little Bromley.			X	
9-5.499	Suggestion that the Project is routed away from / the Project should not be located at Capel St Mary	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Capel St Mary. In the absence of a specific basis			X	

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		for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Capel St Mary.				
9-5.500	Suggestion that the Project is routed away from / the Project should not be located at Boxted	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Boxted. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Boxted.	X		X	
9-5.501	Suggestion that the Project is routed away from / the Project should not be located at Little Horkesley	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Little Horkesley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Little Horkesley.				
9-5.502	Suggestion that the Project is routed away from / the Project should not be located at Great Tey	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great Tey. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Great Tey.			X	
9-5.503	Suggestion that the Project is routed away from / the Project should not be located at Washbrook	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Washbrook. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Washbrook.				
9-5.504	Suggestion that the Project is routed away from / the Project should not be located at Little Tey	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Little Tey. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Little Tey.			X	
9-5.505	Suggestion that the Project is routed away from / the Project should not be located at Stour Valley	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Stour Valley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Appendix I22 of this report. We are therefore not proposing a change to the alignment at Stour Valley.				
9-5.506	Suggestion that the Project is routed away from / the Project should not be located at Langham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Langham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Langham.	X		X	
9-5.507	Suggestion that the Project is routed away from / the Project should not be located at Wormingford	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Wormingford. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Wormingford.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.508	Suggestion that the Project is routed away from / the Project should not be located at Ford Street	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ford Street. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Ford Street.			X	
9-5.509	Suggestion that the Project is routed away from / the Project should not be located at Manningtree	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Manningtree. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Manningtree.			X	
9-5.510	Suggestion that the Project is routed away from / the Project should not be located at Burstall	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Burstall. In the absence of a specific basis for the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Burstall.				
9-5.511	Suggestion that the Project is routed away from / the Project should not be located at Sproughton	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Sproughton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Sproughton.			X	
9-5.512	Suggestion that the Project is routed away from / the Project should not be located at Hintlesham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Sproughton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment in the vicinity of Hintlesham.				
9-5.513	Suggestion that the Project is routed away from / the Project should not be located at Bacon's Green	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Bacon's Green. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. We are therefore not proposing a change to the alignment in this location. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	
9-5.514	Suggestion that the Project is routed away from / the Project should not be located at Eight Ash Green (e.g. Pylons T46 and TB053)	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Eight Ash Green, specifically pylons TB46-TB53. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at this location.				
9-5.514-1	Suggest that the Project is routed to the west of Colchester (e.g. to avoid need for the underground section at the Dedham Vale National Landscape (formerly known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))) (plan provided by respondent)	National Grid's consideration of corridor alternatives further to the west of the Area of Outstanding Natural Beauty (AONB) (now known as National Landscapes) was published within the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of our 2022 non-statutory consultation. We have continued to backcheck the strategic connection proposal and siting of the East Anglia Connection Node (EACN) substation, which is part of the holistic consideration of the most appropriate form of the Project. In the absence of further information or new factors we continue to consider alternatives west of the National Landscape to be less preferred. Undergrounding through the National Landscape is consistent with National Policy Statement (NPS) EN-5. The siting of Cable Sealing End (CSE) compounds (the transition sites between the overhead line and underground cable) has identified locations to reduce effects on the designation and consider the use of trenchless techniques – subject to ground conditions – to reduce certain construction effects.			X	
9-5.514-2	Criticism that Perry Lane is not suitable as a storage road (e.g. due to the flood risk, single entry / exit,	The design proposed for this Primary Access Road (PAR) does not propose any widening or development			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	extensive widening works requiring water to be cut off to nearby residences) / Suggest that Perry Lane is not used as a storage road and / or construction access	of an access, only use of Perry Road. A new direct access from the A12 in this location would not meet the National Highways criteria for an acceptable new direct access onto their Strategic Road Network and would be considered to represent a safety risk to a high-speed road. National Grid has carefully developed the proposals for access for Perry Lane. Our suggested mitigation is the use of temporary traffic management only. The proposed approach for management is set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
9-5.514-3	Suggest that National Grid carefully consider the access points for the underground section in Langham, as the distance from Gun Hill to the A12 crossover would be better served by coning off the A12 from the layby near Perry Lane to the next junction at Gun Hill (e.g. which would be more efficient and a less expensive avenue to the construction site)	The design does not propose a new direct access from the A12 in this location as this would not meet the National Highways criteria for an acceptable new direct access onto their Strategy Road Network and would be considered to represent a safety risk to a high-speed road. National Grid has carefully developed the proposals for access for Perry Lane. Our suggested mitigation requirements are associated with the less frequent movements of cable drum vehicles, which are non-standard vehicles. National Grid has explored the opportunity to remove this access route from Perry Lane. However, we are unable to confirm that a suitable alternative is available. Therefore, the Primary Access Route using Perry Lane is required to be maintained.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.514-4	Suggest that the chosen crossing point on the River Stour is rerouted due to the likelihood of flooding (e.g. the area is a very active flood plain) and issues with the silt and soil being disturbed	The siting of the crossing of the River Stour needs to take into account the alignment to the north and south as well as the characteristics of the crossing site so it cannot easily be moved. It is possible to undertake the works in a manner that can provide effective pollution control and through timing or other protective measures can be resilient to flooding. No change is therefore proposed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Draft Order Limits						
9-5.515	Criticism that the draft Order Limits around Raydon Wings Airstrip provides National Grid with permission to erect any structure within that area, and that building has already started in this location	National Grid is not currently constructing in this location. Norwich to Tilbury is still within the planning stages and no construction will start until development consent is obtained. The construction in this area is for the Anglian Water Bury St Edmunds to Colchester pipeline. The Order Limits do not allow us to construct any structure, only those outlined in our application for development consent. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	
Economic/Employment						
9-5.516	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.				
9-5.517	Concern that National Grid have not provided plans for weed control under the pylons, and concern that if these areas are not adequately maintained, the potential for ragwort to grow, seed and spread onto land is high (e.g. due to impact on horses and therefore the respondent's business)	National Grid carries out annual inspections of all pylons on the National Energy Transmission System. The inspection identifies vegetation within the base of the pylons which may cause damage to the pylon or provide unauthorised access above the pylon ranti climbing guard. The inspection does not identify the presence of weeds, nor do we control weeds on private land. National Grid does not take freehold ownership of the land and instead enters into an easement agreement with landowners to allow for the pylon to be installed, maintained and removed. Any vegetation under the pylon is still under the ownership and responsibility of the landowner.			X	
Environmental Impact						
9-5.518	Concern about negative impact of the Project on the Green Belt(s)	To facilitate the Project, it will be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS)		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1 - A summary of the Holford Rules is provided within Appendix I22 of this report). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		they pass and leave a large majority of the land beneath them free from development and therefore open. The Planning Statement (document reference 5.6), submitted with the application for development consent, includes an assessment of the Project against Green Belt planning policy (as contained in National Policy Statement EN-1 and the National Planning Policy Framework).				
9-5.519	Concern that the Project will impact SSSIs	Through routeing, siting and design development National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). Although there are 22 SSSI within the study area, current proposals avoid the majority of impacts on SSSIs, with no long-term negative impacts anticipated on any SSSIs as a result of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. National Grid will continue to engage with Natural England.	X	X	X	
9-5.520	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high	X	X	X	

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		ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied where practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An ancient woodland and veteran tree mitigation strategy is included as part of the Outline Landscape and Ecological Management Plan (document reference 7.4). The Outline Landscape and Ecological Management Plan (document reference 7.4) has been developed in consultation with relevant stakeholders including Natural England.				
9-5.521	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Royal Society for the Protection of Birds (RSPB) reserves. Potential direct and indirect impacts on RSPB reserves within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). No RSPB reserves are directly impacted by the Project.		X	X	
9-5.522	Concern that the Project will impact Ramsar site	Through routeing, siting and design development, National Grid has sought to reduce, as far as		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		practicable, impacts on biodiversity and in particular features of high ecological value, such as Ramsar sites. Although there are 13 Ramsar sites within the study area, current proposals avoid the majority of impacts, with no long-term negative impacts anticipated on any Ramsar site as a result of the Project. Potential direct and indirect impacts on each scoped in Ramsar site has been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and/or Habitats Regulations Assessment (HRA) depending on potential impact pathways. Any necessary mitigation has been detailed within the ES, HRA and the Outline Code of Construction Practice (CoCP) (document reference 7.2) to ensure no significant residual effects, as agreed with Natural England.				
9-5.523	Concern that the Project will result in a negative impact on the environment / countryside generally	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities)	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken,				

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		the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				
9-5.524	Suggest that areas other than the AONB should be protected / Criticism that only the AONB has been considered	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect National Landscapes. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for short sections near Fairstead and North Tilbury. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them elsewhere, are not considered to be justifiable in the	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		context of national policy or National Grid's statutory duties, which include the need to be economic and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in ES Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out potential effects on landscape and visual receptors.				
9-5.525	Concern that the Project will impact a conservation area/s	Through routeing and siting, National Grid has sought to reduce as far as practicable potential effects on the historic environment, including conservation areas such as Great Waltham and Little Waltham, Ford Street and Ardleigh Conservation Areas. Where potential likely significant impacts on the historic environment are identified, we have explored a range of mitigation measures, such as pylon placement and screening for both new and existing structures, have been explored to mitigate identified impacts effectively where possible as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). National Grid has also conducted comprehensive assessments, including site visits and extensive desk-based research, to thoroughly evaluate the setting of these conservation areas and understand their value. Conservation areas within 2 km of the Order Limits are considered in the Historic Environment assessment for the Project, which considers both direct and indirect	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		impacts. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES) and in ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2), forming part of the Environmental Impact Assessment (EIA). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of conservation areas is supported by setting surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. A Landscape and Visual Impact Assessment (LVIA) detailed in ES Chapter 13: Landscape and Visual (document reference 6.13) forms part of the Environmental Impact Assessment (EIA) for the Project.				
9-5.526	Concern about the impact of the Project on the Stour Valley Project Area	National Grid has sought to reduce environmental impacts in the Stour Valley, as far as practicable, through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		process sought to avoid areas of highest concern, for example through undergrounding and careful siting of Cable Sealing End (CSE) compounds and changes to the route alignment. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). The LVIA includes an assessment of the Project, including the underground cabling, on both landscape character and visual amenity and on the National Landscape and its special qualities. Impacts on landscape character consider the value placed on the non-designated but valued Stour Valley Project Area. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). As shown on ES Figure 13.1: LVIA Study Area and Landscape Designations (document reference 6.13.F1), the Project would pass between Dedham Vale National Landscape and part of the Stour Valley Project Area where it crosses the Black Brook. In this location the Project would be an underground cable, and there would be significant effects on landscape and visual receptors within the Stour Valley Project Area during construction and extending into the operational phase due to the loss of trees along the Black Brook. The majority of the Stour Valley Project Area is to the west of the National Landscape (west of Wormingford) and				

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		would not be affected by the Project due to distance and limited theoretical visibility of the Project. The impacts of the Project on the water environment of the Stour Valley are assessed within the ES, Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and its accompanying Flood Risk Assessment (document reference 7.9). These appraisals considered the potential for effects on surface water quality, hydromorphology, flood risk and land drainage and identified measures and controls to prevent adverse impacts on these elements of the water environment. The impacts of the Project on agricultural land (including Best and Most Versatile (BMV) land) and soil resources are assessed in full in Chapter 6: Agriculture and Soils (document reference 6.6) of the ES. The assessment is supported by detailed Agricultural Land Classification (ALC) surveys which were undertaken to understand the detail of soil characteristics within the Order Limits of the Stour Valley. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the ES. The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		as change in hydromorphology. In addition to the proposals in the Outline LEMP the Draft Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment.				
9-5.527	Concern about the impact of the Project on Fordham Hall Estate (e.g. given that it is Eastern England's largest woodland creation site; it is a habitat for a diverse range of wildlife; it is a valuable public amenity; part of the estate has also been designated as an "archaeological special area")	National Grid has worked to minimise potential impacts on the historic environment, including listed buildings such as Fordham Hall (1267740) and its setting, through strategic routeing and siting measures. Statutory consultation feedback and the results of archaeological fieldwork have been used to inform design development to reduce as far as practicable impacts to archaeological remains in this area. As a result of this information pylon TB47 was moved north-east to avoid direct physical impact to the archaeological site in this area. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes, including Fordham Hall, and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference			X	X

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		6.11.A1) and ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. In relation to biodiversity, a suite of ecological surveys supported by a desk-based assessment established a biodiversity baseline to inform impact assessment. Potential direct and indirect impacts on important ecological features have been considered within ES Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects.				
9-5.528	Concern that the Project will impact flooding / drainage around Brook Road (a high risk flood area)	The Project has sought to avoid development in areas that are at high risk of flooding where possible and would implement robust drainage systems to manage construction and operational surface water runoff so as not to contribute to or exacerbate existing flooding / drainage issues, such as those experienced around Brook Road. National Grid has submitted a detailed Flood Risk Assessment (FRA) (document reference 7.9) as part of its Development Consent Order (DCO) application. The FRA recommends measures to mitigate any effects on flooding and the land drainage regime, so that there is			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		no increase in flood risk to neighbouring land and infrastructure over the development lifetime, inclusive of allowances for the predicted effects of climate change.				
9-5.529	Concern about the impact of the Project (and the North Falls (NF) development) on water sources and supply at Little Bromley (e.g. given that Little Bromley has a high water table and many properties are on well water and have no sewage)	Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3) of the Environmental Statement (ES), provides an assessment of the potential effects of the Project on groundwater resources and includes an appraisal of the impacts on groundwater supplies, including those supported by the aquifers underlying Little Bromley. Mitigation measures have been included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) regarding the prevention of groundwater pollution as well as measures specific to safeguarding groundwater fed water supplies.			X	
9-5.530	Concern about the impact of the haul road for the Project on flooding of field near Pylon TB58	Haul roads would include for suitable drainage provisions. Linear features, such as swales or filter drains would capture and convey runoff, directing it towards Sustainable Drainage System (SuDS) basins that would provide attenuation and treatment of runoff to ensure that flood risk and water quality impacts are managed.			X	
9-5.531	Concern that National Grid have not considered the impact that heavy rain could have on the construction of the Project (e.g. given the extent, frequency, flow and depth of water at Stratford St	A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project to support and inform the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). The ES includes consideration of potential impacts on flood risk			X	

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	Mary, trenching or drilling may not be possible if the ground is waterlogged)	from all relevant sources, both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life. The FRA describes the measures that would be put in place to manage construction and operational flood and land drainage impacts to ensure the development is safe from flooding over its lifetime and that off-site flood risk is not increased.				
9-5.532	Concern about the impact of the Project on geology and groundwater flow / interflow down to the River Colne at Fordham	Environment Statement (ES) Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) includes an assessment of the potential impacts of the Project on groundwater/hydrogeological receptors.			X	
9-5.533	Concern about the impact of the Project on the Colne Valley Surface Water Catchment (e.g. as Environmental Flow Indicator levels are already non-compliant with the Water Environment Regulations 2017 in this area)	Impacts on surface water receptors within the Colne valley catchment are presented in Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) of the Environmental Statement (ES). Effects on a range of attributes are appraised, including watercourse flow and land drainage regimes, water quality and hydro-morphology. Where potential effects are identified, controls and mitigation measures are identified and secured through inclusion in the Outline Code of Construction Practice (CoCP) (document reference 7.2). These include measures to prevent disruption to or depletion of surface and groundwater flows.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.534	Concern about light pollution caused by the security lighting required at the East Anglia Connection Node (EACN) substation (e.g. in the Little Bromley area)	Exterior and interior lighting would be provided at the substation sites to allow for safe movement and the operation of equipment. All lighting would be designed in accordance with the appropriate design standards and expected to include the use of motion detection triggered and directional lighting to reduce the potential effects of concern. Embedded mitigation details relating to lighting are presented in the Outline Code of Construction Practice (CoCP) (Document Reference 7.2). Any operational lighting associated with the permanent assets such as Cable Sealing End (CSE) compounds and the East Anglia Connection Node (EACN) substation have been considered within the Environmental Impact Assessment (EIA). Night-time effects on designated landscapes, landscape character and visual amenity during construction and operation are assessed in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).	X			
9-5.535	Concern about the impact of the Project on Countryside Stewardship Schemes (CSS) and Sustainable Farming Incentive (SFI) schemes in this section (e.g. at farm on Fordham Road)	As outlined in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES) and the Outline Code of Construction Practice (CoCP) (document reference 7.2), any land acquired temporarily during construction (including that for undergrounding) would be returned to its former land use/condition or a use/condition as discussed with the landowner (where practicable), meaning land quality and land management including Countryside Stewardship Schemes and Sustainable Farming Incentive schemes			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		should remain the same post construction. The permanent land take of agricultural land from pylon footings is relatively small proportional to field sizes.				
9-5.536	Concern about the impact of the Project on soil structure and flooding at the Blackbrook	National Grid would implement a soil management plan (Appendix C: Soil Resource Plan of the Outline Cod of Construction Practice (CoCP) (document reference 7.2) which would govern how soil is stored on site. This would include details of the topsoil strip and separate storage of topsoil and subsoil within the Project area, as well as details about reinstatement. All watercourses that are to be crossed by open cut methods would be dammed to create a dry working area with flows over-pumped. National Grid has conducted a Flood Risk Assessment (document reference 7.9) for the Project, which assesses the Project's impact on flood risk and proposes appropriate mitigations.			X	
9-5.537	Concern about the impact of Horizontal Directional Drilling (HDD), and adjacent haul road, for the Project at Langham Hall estate (e.g. impact on round vegetation, tree root systems, flood risk)	Following feedback, National Grid has developed an alternative route alignment to the west that avoids the trenchless crossing below the woodland.			X	X
9-5.538	Concern about noise pollution caused by the East Anglia Connection Node (EACN) / Concern about increase in noise pollution near to Great Bromley (e.g. in addition to the existing substation)	Chapter 14: Noise and Vibration (document reference 6.14) of the Environmental Statement (ES) considers the potential effects of operational noise associated with the Project, including the East Anglia Connection Node (EACN) substation, and presents mitigation measures to be implemented to mitigate effects. No significant adverse effects are expected at nearby noise sensitive			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		receptors, including those within Great Bromley, where appropriate noise mitigation are incorporated into the design.				
9-5.539	Concern about the increased rainwater runoff from the fields caused by the Project along the boundary of Highfield Farm next to King's Hall (e.g. further flooding may impact access to residences)	The Flood Risk Assessment (FRA) (document reference 7.9) that has been prepared appraises the effects of the Project on existing land drainage regimes and surface water flood risk, including at Highfield Farm and King's Hall. Measures (which are described within the FRA) to capture, convey and attenuate rainfall runoff from Project worksites are included within the design and would prevent increases to surface water flood risk to neighbouring land.			X	
9-5.540	Concern about the impact of the Project on flooding in Aldham	A Flood Risk Assessment (document reference 7.9) has been prepared that assesses flood risk to and arising from the Project (including in Aldham) during construction and over its operational lifetime. A range of potential sources of flooding have been assessed (including rivers, surface water and groundwater) and a suite of measures to avoid and mitigate impacts have been secured through Outline Code of Construction Practice (CoCP) (document reference 7.2).			X	
9-5.541	Concern about the impact of the Project on the Roman River Corridor proposal (information on the proposal provided by respondent)	The potential impacts of the Project on the Roman River are assessed in Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (ES) (document reference 6.12) and the Flood Risk Assessment (document reference 7.9). Measures to avoid and mitigate effects on the river have been			X	

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		identified and are secured through the Outline Code of Construction Practice (CoCP) (document reference 7.2).				
9-5.542	Suggest that National Grid consider emergency action plans in the event of a dam emergency at Ardleigh reservoir dam or the Ardleigh Wick Lane dam. Access to Wick Lane must not be stopped up temporarily in case of access needed in an emergency either at Ardleigh Reservoir (south of Wick Lane) or Ardleigh Wick Lane Reservoir (north of Wick Lane)	National Grid is not proposing the access to Wick Lane to be stopped up to ensure access to the reservoir is maintained.	X			
9-5.543	The Preliminary Environmental Information Report (PEIR) identifies that there is a Source Protection Zone SPZ1 and corresponding SPZ2 is located to the south of Higham around the River Stour within Section C, this area of the Draft Order Limits includes proposals for the use of underground cables. In addition, there are SPZ1 zones identified close to the Draft Order Limits at Cargate Common and Fordstreet (para 9.6.44). With this, suggest that embedded, standard and additional mitigation measures proposed should ensure the SPZ1 zones and our water abstraction points (including those outside SPZ1) are not impacted within Anglian Water's water resource zones. Whilst the SPZ1 south of Higham is within Anglian Water's statutory water supply boundary we have no abstraction points within this SPZ	Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3) of the Environmental Statement (ES) includes identification and assessment of groundwater abstractions and any Source Protection Zones. The risk assessment informs the impact assessment in ES Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) and the need for any additional mitigation (additional to the embedded and standard) so that significant effects are considered unlikely.	X			

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9-5.544	In relation to National Grid's response in the 2023 Non-Statutory Consultation Feedback Report regarding concerns raised about the impact of underground cables on the water table (e.g. given that residents use a water well / at Boxted) (Section 4.13.24), suggest that potential impacts to private water supplies should be assessed in the Hydrogeological Risk Assessment (HRA) to mitigate potential derogation of water quantity or quantity to private water supplies often, but not limited to, from wells sunk in shallow superficial sediments which are vulnerable to changes to the local groundwater regime. Given the large number of Private water supplies in this region (cf. Figure 9.5 - Contaminated Land, Geology and Hydrogeology - Hydrogeology and Hydrogeological Receptors Page 14 of 25) close to overhead, underground and a Cable Sealing End (CSE) compound, these supplies may be vulnerable and should be an area of focus for the HRA	Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) of the Environmental Statement (ES) includes an assessment of the potential for likely significant effects to groundwater and groundwater receptors including abstractions and private water supplies. The assessment is informed and supported by ES Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3). One of the standard mitigation measures, included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) includes that a Hydrogeological Risk Assessment would be undertaken at trenchless crossings and where otherwise indicated in the ES to assess specific risks to groundwater and groundwater receptors, and identify any additional mitigation required following detailed design.	X			
9-5.545	Concern that the haul road crosses a significant archaeological dig in Fordham and Pylon TB47 is sited right next to the site / Suggest that this needs careful rerouting, as there is the floodplain area around the river, and the Essex Way and the Fiddlers Hill Wood (which is a designated ancient woodland)	National Grid notes this comment. The potential for effects where haul roads cross floodplains have been considered as part of the Flood Risk Assessment (document reference 7.9) and commitments are secured through the Outline Code of Construction Practice (CoCP) (document reference 7.2) to design of haul roads within floodplains, to ensure their resilience to inundation and to ensure key flow routes are not impeded.			X	

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		The potential effect on Essex Way has been considered as part of Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) assessment of the Environmental Statement (ES) and an Outline Public Rights of Way Management Plan (document reference 7.6) has been produced as part of the Development Consent Order (DCO) application. The current alignment has been carefully routed to avoid the Fiddlers Hill Wood Ancient Woodland site and a 30 m buffer to ensure no impacts.				
9-5.546	Concern that the use of underground cables at the proposed Waveney and Stour crossings could mean there is a possibility of encountering shallow groundwater (Preliminary Environmental Information Report (PEIR) 4.9.12), which if encountered means ingress of groundwater may have to be removed / Suggest that in anticipation of this, National Grid refer to The Water Abstraction and Impounding (Exemptions) Regulations 2017 Regulation 5 which specifies limits under how much water can be dewatered without requiring an abstraction permit	Commitment GH07 in the Outline Code of Construction Practice (CoCP) (document reference 7.2) requires that any temporary dewatering activities be undertaken in accordance with Environment Agency guidance, which includes reference to the requirements of The Water Abstraction and Impounding (Exemptions) Regulations 2017. However, design changes since statutory consultation has removed undergrounding in the Waveney Valley.	X			
Financial Compensation						
9-5.547	Concern that the Project will devalue property / impact on property value in this section	Potential impact on property prices is not a material planning consideration for the purposes of a DCO application. Separate to this point, the Secretary of State has asked that the DCO application include an	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessment of the likely significant environmental effects in the form of potential impacts on property prices. The Environmental Statement (ES) contains an assessment on this. It concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project. Although not part of the Environmental Impact Assessment (EIA) process it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met). National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		party advice, or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-5.548	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-5.549	Request that National Grid purchase respondent's property / business	National Grid is not required to purchase any properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.			X	
9-5.550	Concern that underground cables as part of the Project pose a significant risk of rendering a substantial portion of mineral extraction area unusable (that has been earmarked for gravel	It is acknowledged that mineral resources are present at specific locations, though there may be many potential sites. Those sites with consent or within the minerals plan were avoided, where possible, by the initial consultation corridor presented in 2022. Where not avoidable, National Grid sought to develop a design to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	extraction by landowner) / Information provided that compensation for this loss will be significant	minimise interaction. The particular site subject to the feedback does not have planning approval, although it is one of a number that are the subject of a consultation launched in mid-2024 regarding an update to the Essex Minerals Plan. We have considered on a case-by-case basis the potential to respond but noting that until the plan is published, Essex County Council advised this may be mid-2025, the landowner aspiration carries limited weight. We are retaining some flexibility to amend pylon positions through widened Order Limits should the site be included within the minerals plan though other constraints, environmental features and residential properties limit options. We would engage with the landowner should the site be confirmed to establish an arrangement that allows both projects to progress but recognising the potential to compensate for any restriction to extraction that was as a consequence of the Project.				
9-5.551	Concern that underground cables as part of the Project are routed through landowners proposed vineyard near Sandpits Lane (which they have secured planning permission for) which will restrict yield (partially or completely) / Compensation for this loss will be significant	National Grid has considered the respondent's feedback and has assessed an alternative alignment to the west, however this alignment would be longer and less direct and would increase the amount of woodland removed in the National Landscape and is therefore less preferred. National Grid would compensate landowners in line with the Compensation Code, which includes crop loss permanently or temporarily affected.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Health Safety and Wellbeing						
9-5.552	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required)	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.				
9-5.553	Concern about health risks associated with the Project (please provide specifics in details sheet) / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the	X	X	X	

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		EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and looks to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid have followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				
9-5.554	Concern that the Project poses a safety risk to aircraft (including balloons) in the area / Concern that the Project will impact airfields in this area	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1. Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including 2 helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		non-statutory, statutory consultation, targeted and landowner consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2:				

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		Review of Aviation Impact (document reference 6.15.A2)).				
9-5.555	Concern about construction traffic (e.g. lorries) for the Project being a danger to parents and children walking to school in Ardleigh	Construction access routes are not proposed through Ardleigh for construction vehicle movements. Where the proposed temporary haul roads cross the existing public highway network, the proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety has been developed. This includes temporary traffic management measures such as speed limit reductions and/or temporary signals. A draft management strategy for Public Rights of Way (PRoW) was provided as part of the 2024 Statutory Consultation and includes further details of how interactions between the works and PRoW would be managed. This document has been developed and issued as an Outline Public Rights of Way Management Plan (document reference 7.6) that accompanies the Development Consent Order (DCO) application.			X	
9-5.556	Concern about construction traffic (e.g. lorries) for the Project being a danger to children waiting for their school bus in Little Bromley (e.g. as school transport is a necessity in Little Bromley due to the rural nature of the area being unsafe for children to walk down the country lanes)	Construction Access Plans Section C Sheets 9 and 10, set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), shows the proposed access arrangements in the vicinity of Little Bromley. Construction traffic is not proposed to pass through the village of Little Bromley and instead is proposed to be routed via a private access road between Bentley Road and Ardleigh Road. Proposals also include an off-carriageway cycleway/footway facility			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		along Bentley Road for use during construction, shown in the Access, Rights of Way and Public Rights of Navigation Plans (document reference 2.5).				
9-5.557	Concern that the Project may result in traffic using smaller roads due to safety (e.g. could cause fatalities)	National Grid has worked with the local highway authorities and National Highways to develop our access proposals for the Project. Our assessments have included visibility and highway geometry. As part of the design of the access proposals we have agreed specific prescribed routes, known as Primary Access Routes (PARs) which the contractor would be required to use. They would not be permitted to use smaller roads outside of the PARs. A specific assessment has not been carried out of the potential traffic diversion onto smaller local roads of local traffic as a result of the increase of Heavy Goods Vehicle (HGV) movements on the PARs. The Transport Assessment (document reference 7.11), submitted with the Development Consent Order (DCO) application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns during construction. Mitigation measures are proposed to minimise likely adverse impacts such as driver delay and queueing at the junctions along the PARs.	x			
9-5.558	Concern about the safety of the proposed cycling and walking track along Bentley Road which is	It is proposed to include an off-carriageway cycleway/footway facility along Bentley Road for use during construction, shown in the Access, Rights of Way	x			X

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	proposed as part of the Project (e.g. due to lack of continuous provision)	and Public Rights of Navigation Plans (document reference 2.5).				
9-5.559	Concern about the impact of the Project on high-pressure gas main near Grove Hill, Langham (e.g. safety concerns)	National Grid has engaged with Cadent Gas regarding all interfaces with their assets. National Grid would comply with relevant working restrictions imposed by Cadent to maintain safe operation of the pipeline.			X	
9-5.560	Concern about the vulnerability of Bramford Substation (e.g. to fire / thermal runway events / warfare / sabotage) / Concern about energy security should the function of Bramford Substation be impaired (e.g. as Bramford Substation transfers up to 20% of the entire UK's electricity consumption)	Bramford Substation along with all electricity substations across the National Energy Transmission System comply with the Electricity Safety, Quality and Continuity Regulations to ensure quality and continuity of supplies are maintained delivering safe, efficient and economic supplies for our customer. Bramford Substation is protected using the latest physical and cyber security technologies including, perimeter security, CCTV and access control as standard across National Grid.			X	
Heritage						
9-5.561	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).				
9-5.562	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment	X	X	X	

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		considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-5.563	Concern that the Project will impact the unspoilt setting of historical paintings by famous painters	It is unclear which area or historical paintings this comment is related to; however, National Grid are aware that Dedham Vale National Landscape (previously			X	

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		known as an Area of Outstanding Natural Beauty (AONB)) designation has strong cultural associations with famous painters such as John Constable. The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of nationally designated				

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		landscapes. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13)). The LVIA is supported by ES Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape and its special qualities, such as the '*Iconic lowland river valley associated with the artist John Constable RA, the views he painted are still recognisable today*'. The assessment concludes that there would be significant temporary effects on the special qualities of the National Landscape during construction, as a result of the proposed underground cable. Once the Project is operational and the land has been restored, effects on the special qualities of the National Landscape would not be significant. Section 85 of the Countryside and Rights of Way (CRoW) Act (2000) specifies relevant authorities must seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes (Areas of Outstanding Natural Beauty) when carrying out functions in relation to or affecting land within a National Landscape or its setting. National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way 2000) (document reference 5.10) sets out the current status of National Grid's consideration of its duty as a relevant authority, in relation to the Project, to seek to further the purpose of the National Landscape. The				

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		approach taken has been discussed with relevant stakeholders and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes.				
9-5.564	Concern about impact of the Project on Local Green Spaces included within the Ardleigh Neighbourhood Plan 2020-2033	National Grid is aware of the Local Green Space designations identified in the adopted Ardleigh Neighbourhood Plan. The assessment of recreational land (including Local Green Space) which falls within the study area is captured under Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and considered in the Planning Statement (document reference 5.6). The Project interacts with two areas of open / green space identified in the Ardleigh Neighbourhood Plan: • Glebe Corner • Fishing Lake north of Colchester Road. At Glebe Corner National Grid proposes to underground an existing UK Power Network 33 kV overhead line which is currently routed to the north. Regarding the Fishing Lake north of Colchester Road, as reported in Appendix B of the Planning Statement (document reference 5.6) the presence of a 400 kV overhead line and the need to maintain a 30 m	X		X	

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		clearance for angling activities would prevent angling from continuing on this lake. National Grid has proposed to create a replacement fishing lake to the immediate east, however, there has been no agreement on this. National Grid has considered alternative alignments to avoid this site. The alternative alignments considered would necessitate multiple changes in direction which would reduce consistency with the Holford Rules and cannot be adopted. Alternative options which were considered following the statutory consultation are described in the 2025 Design Development Report (document reference 5.15). A summary of the Holford Rules is provided within Appendix I22 of this report.				
9-5.565	Concern about impact of the Project on Safeguarded Open Spaces included within the Ardleigh Neighbourhood Plan 2020-2033	National Grid is aware of the Safeguarded Open Spaces designations identified in the adopted Ardleigh Neighbourhood Plan. These are identified on Figure 17 of the Neighbourhood Plan as: • The Ardleigh Recreation Ground • Millennium Green • Churchyard • Allotments; and • Cemetery. The Project does not directly impact any of the above Safeguarded Open Spaces.			X	

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9-5.566	Concern about impact of the Project on the heritage assets included within the Ardleigh History and Heritage Survey (attached by respondent)	National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character, visual amenity and the historic environment. Schedule Monuments such as Crop mark site S of Ardleigh (1002146) within 3 km of the Order Limits, conservation areas such as Ardleigh (CA26) and the listed building Grade II such as New Hall (1112056) within 2 km of the Order Limits are considered in the Historic Environment assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of these heritage assets is supported by setting surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. Where significant effects are anticipated the assessments consider and identify areas for potential			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		mitigation as part of an iterative design and assessment process. Assessment of Crop mark site S of Ardleigh (1002146) concludes a temporary moderate adverse significance of effect during construction and a direct, permanent minor adverse significance of effect during operation. No additional mitigation measures are proposed as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. Assessment of Ardleigh Conservation Area (CA26) concludes a temporary minor adverse significance of effect on the asset during construction and direct, permanent minor adverse significance of effect during operation. No additional mitigation measures are proposed as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. Assessment of New Hall (1112056) concludes that its setting does not extend to the Order Limits and therefore the Project will not impact on it.				
9-5.567	Criticism that the respondent has to request permission to make any changes to their Grade II listed property, yet National Grid propose the Project, which is impacting the landscape	National Grid has conducted thorough assessments, including site visits and extensive desk-based research, to comprehensively evaluate the Project setting and its historical importance. National Grid has been diligent in its efforts to mitigate potential impacts on the historic environment, specifically on listed buildings and their setting, through careful routing and siting practices.			X	

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		Various mitigation measures have been explored to effectively address identified impacts. These efforts have been meticulously recorded within the Historic Environment Assessment detailed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). Continuous collaboration with Historic England and relevant planning authorities has ensured a well-rounded approach to heritage-related considerations, incorporating appropriate mitigation measures and techniques based on their insights.				
9-5.568	Concern about the impact of the Project on protected lanes in Colchester, including Foxes Lane (COLLANE10)	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including the protected lanes, such as Foxes Lane. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The construction and operation phase management measures in relation to the protected lane are contained in the following documents: Mitigation measures / environmental commitments in Table 6.1 and Outline Archaeological Mitigation Strategy and Written Scheme of Investigation (document reference 7.5).			X	
9-5.569	Suggest a full archaeological survey of the areas identified in the Stratford St Mary Parish Council	First, in the Stratford St Mary area, a site walkover and setting survey of designated assets within the Study Areas has been undertaken to inform the baseline and	X			

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	report in response to the Project (plan provided by respondent)	assessment in the Environmental Statement (ES). Then, to support the Development Consent Order (DCO) application, and in consultation with the Archaeology Working Group, certain portions of the Project, such as the Stratford St Mary area, were identified as 'priority areas' for archaeological evaluation fieldwork. The selection of the priority areas was based on the scale of the potential impact of the Project construction works, and the future ability for detailed design to microsite to avoid or reduce impacts to archaeology. On this basis the underground cable, Cable Sealing End (CSE) compounds, substations and temporary construction compound works were identified as priority areas for geophysical survey and archaeological trial trenching (ATT). For geophysical survey, Historic Environment Records (HER) data and analysis of aerial photography and satellite imagery undertaken by the Project also identified areas that with high archaeological potential that may represent medium or high value below ground assets within the Order Limits and these locations were also identified as priority areas.				
9-5.570	Concern about the impact of foundations for Pylons TB1, TB2 and TB3 on Roman roads near Ardleigh	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including non-designated assets in this area. All the non-designated assets within the Order Limits are considered in the Historic Environment assessment for the Project. The impacts of the Project on the historic			X	

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		environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. Mitigation measures have been explored to mitigate identified impacts effectively. These actions have been documented and are presented in ES Chapter 11: Historic Environment (document reference 6.11), which forms an integral part of the Environmental Impact Assessment (EIA) for the Project. The approach to assessment and mitigation presented in ES Chapter 11: Historic Environment (document reference 6.11) have been discussed and agreed with key heritage stakeholders. The Roman road (3207) linking Mistley to Colchester and heading north-east through Ardleigh, bisects the Order Limits. The assessment of this asset concludes that all the impacts on asset (3207) would take place during the construction phase. From the commencement				

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		of the operation phase there would be no more below ground impacts and so no further impacts on this asset. It has also been concluded that there will be negligible adverse significance of effect during construction. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				
9-5.571	Concern about the impact of Pylon TB7, the use of underground cables and associated works / haul roads at this location on archaeology (e.g. crop marks; plan provided by respondent), and Concern about the impact of underground cables and Pylons TB5, TB6, TB8 and TB9 on Scheduled Monument to the north of Little Bromley Road / Criticism that that National Grid have underestimated the impact of the Project on scheduled monument near Pylon TB7 in the baseline assessment / Suggest a full archaeological investigation of the land at this location	National Grid has worked to minimise potential impacts on the historic environment, including the scheduled monument Crop mark site S of Ardleigh (1002146) and its setting, through strategic routeing and siting measures. Statutory consultation feedback and the results of archaeological fieldwork have been used to inform design development to reduce as far as practicable impacts to archaeological remains in this area. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1: Historic Environment			X	

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		Baseline Report (document reference 6.11.A1) and ES Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) the draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. Geophysical surveys and archaeological trial trenching have been completed or are planned within this area. Assessment of Crop mark site S of Ardleigh (1002146) concludes a temporary moderate adverse significance of effect during construction and a direct, permanent minor adverse significance of effect during operation. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				
9-5.572	Criticism that National Grid have not assessed impact on all listed buildings in this section / Criticism of the assessment of listed buildings in this section (e.g. the Conservation Area which would be impacted by the Project is rated as "high value" in the baseline assessment, but this then became "medium value" when the impact was assessed; the Grade II* listed St. Mary's Church, Ardleigh (1112060), is assessed as being of "high value" in the Preliminary Environmental Information Report	The assessment of the impact of the Project on the historic environment has followed a robust and proportionate methodology, in line with current planning policy and guidance. The approach to the assessment — including the criteria used to determine heritage value, and the method for assessing change and significance of effect — was discussed and agreed with relevant stakeholders, including Historic England and local planning authorities,			X	

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	(PEIR) but the significance of the negative impact of being surrounded by pylons is severely understated, noting for example its prominence as a "Landmark Building")	during the scoping phase and subsequent thematic working group meetings. The assessments presented are appropriate, evidence-based, and reflect a considered understanding of both the heritage assets' significance and their settings. In all cases, judgments regarding significance of effect have been made by experienced heritage professionals, using all relevant baseline data, site visits, geophysical survey, Archaeological Trial Trench Survey, Geoarchaeological and Palaeoenvironmental Assessment, etc, and consideration of potential change. The assessment outcomes reflect professional planning judgment, including cases where changes in value classification between preliminary and final reporting reflect updated information or refined analysis.				
9-5.573	Criticism that the 2024 Consultation drawings do not show all Roman Roads in Ardleigh (e.g. the only Roman Road shown in Figure A11.1: Historic Environment Designated and Non-Designated Heritage Assets on Page 13 of 25 is "3033/3035", which is shown to end to the east of the proposed East Anglia Connection Node (EACN) despite evidence that this road continued westwards, passing through the centre of Ardleigh; a further Roman Road ran from Hythe Quay in Colchester to Mistley on the River Stour, resulting in the two roads converging at the proposed EACN site), so the full impact of the Project on archaeology at this location	The assessment has taken into account the potential for Roman roads in the vicinity of Ardleigh. In addition to asset 3033, which represents a possible east-west aligned Roman road through Horsleycross Street, the Roman road recorded as asset 3207 — linking Mistley to Colchester and running north-east through Ardleigh — has been included in the baseline and assessed as it bisects the Order Limits. Furthermore, asset 3232, which comprises linear features interpreted as probable Roman field divisions associated with the road network, has also been considered in the assessment. The full baseline data has been used to inform the assessment, and the potential impact on archaeological remains in			X	

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	has not been present despite evidence being available	this area, including those associated with the Roman road network, has been appropriately addressed.				
9-5.574	In relation to Paragraph 3.4.111 of the Historic Baseline Report for the Project, the cropmarks have been considered individually, however, when the information from the Heritage Environment Record (HER) is combined the concentration of cropmarks forming the cropmark complex should afford a higher heritage asset value. The purpose of this is to provide an assessment of the likely buried archaeological remains, indicated by the cropmarks	The assessment of heritage asset value has been undertaken in line with the methodology set out in the Historic Environment Methodology, which follows relevant professional guidance, including the Guidelines for Cultural Heritage Impact Assessment (Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment) (Historic England, 2008), Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (ICOMOS, 2011), Guidance and Toolkit for Impact Assessment in a World Heritage Context (UNESCO, ICCROM, ICOMOS and IUCN, 2022), Design Manual for Roads and Bridges (DMRB) LA 104: Environmental Assessment and Monitoring and LA 106: Cultural Heritage Assessment (National Highways, 2020), and professional judgement. The value of heritage assets has been assessed not only on an individual basis but also with consideration to their broader context, where appropriate. In this case, the cropmarks have been reviewed using available evidence from the Historic Environment Record (HER), aerial imagery, and supporting archaeological data. While we acknowledge the potential for these features to form a wider cropmark complex, the current assessment reflects the available evidence in relation to their extent, character and potential significance.		X		

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		The scoping methodology and approach to assigning value were discussed and agreed with relevant stakeholders, including Historic England and the Local Planning Authorities, during the scoping phase and at thematic working group meetings. We are therefore confident that the value assigned in the baseline assessment is robust and appropriate, based on the evidence currently available.				
9-5.575	Concern that National Grid have not considered respondent's feedback to previous consultations regarding the impact of the Project on archaeological sites in Fordham (Pylons TB43 to TB50) / Concern that though being informed of archaeological sites, National Grid have done the following (plan provided by respondent): - Located a pylon directly on top of confirmed Roman archaeology in a field directly adjacent to an exceptional and active Roman dig with Stone Bronze and Iron Age finds, a bathhouse and Roman and Saxon burials. This includes one of only two 'piscina' (indoor fountain/water feature) known in the country; - Located the Draft Order Limit across the site of that Roman dig and covering cropmarks which show two rows of post holes and possible archaeology extending from the dig site; Located all of the following archaeological sites within the draft order limit: Roman Road; Prehistoric	National Grid has worked to minimise potential impacts on the historic environment, including the non-designated heritage assets identified in the Essex and Colchester HERs in Fordham between pylons TB43 and TB50 through strategic routeing and siting measures. Statutory consultation feedback and the results of archaeological fieldwork have been used to inform design development to reduce as far as practicable impacts to archaeological remains in this area. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting, geophysical surveys, Archaeological Trial Trench			X	

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	site (extensive flint working); confirmed Roman site; Cropmarks suggesting building, period unknown; Likely Roman building; cropmarks suggesting enclosure and building in field called House Field; - Located a Cable Sealing End (CSE) compound on the site of a Roman slate kiln With this, concern that National Grid archaeology advisor at the Langham public information event on 16 May 24 had no knowledge of the above	Survey, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. Mitigation measures have been explored to mitigate identified impacts effectively. These actions have been documented and are presented in the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), which forms an integral part of the Environmental Impact Assessment (EIA) for the Project. The approach to assessment and mitigation presented in ES Chapter 11: Historic Environment (document reference 6.11) has been discussed and agreed with key heritage stakeholders. The respondent appears to be primarily concerned with assets (4081) and (4082), which represent Romano-British archaeological remains and cropmarks respectively in the same field as pylon TB48 and a section of the temporary haul road. The significance of these archaeological remains has been assessed as medium (regional) value and any areas of below ground impact within the Order Limits and have already been subject to geophysical survey. The extent of the				

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		cropmarks and geophysical anomalies lie largely outside areas of below ground impact within the Order Limits; however, all such areas will be fully investigated to ensure preservation by record of any identified archaeological remains. The remaining heritage assets of concern to the respondent have been fully assessed and will be subject to appropriate mitigation as set out in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document refernce 7.5).				
Information						
9-5.576	The Project overlaps with an approved Battery Energy Storage Systems (BESS) scheme (plan provided by respondent) which will have already been built prior to the Project commencing	In response to the feedback, which was identified as a Battery Energy Storage Site overlapping with a proposed construction compound, National Grid has made a change and has re-positioned the compound to the south and east to avoid the overlap with the Battery Energy Storage System scheme.			X	X
9-5.577	There is a large amount of land owned by the National Trust in the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) (this has been sent to National Grid previously).	National Grid notes the respondent's feedback, we have consulted with the National Trust in all of our consultations, and the Project does not interact with any National Trust Land.			X	
9-5.578	Information provided that the location of the respondent's property (within vicinity of Valley Farm Drive) is incorrectly shown on Google Maps, and will be impacted by the Project	National Grid notes the respondent's feedback. We do not exclusively use Google Maps as a resource for assessing, mapping and presenting the Project. We use a mixture of Geographic Information System (GIS) and			X	

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		Ordnance Survey (OS) mapping, the data of which is provided by local authorities and Ordnance Survey. The properties either side of Valley Farm Drive are not crossed by the alignment and therefore no direct impacts to the respondent's property are expected, with the exception of the garden at a property to the west of Valley Farm Drive where works are required on the existing 11 kV wood pole that is situated in the garden. Valley Farm Drive itself is not proposed to be used during construction of the Project. However, Valley Farm Drive is proposed to be used for future survey and maintenance access to the pylons and overhead line in the future. This is an access right over land only and would not be subject construction works. The respondent's property itself is not within the Order Limits and other than the proposed permanent access route as described above is not directly impacted by the Project.				
9-5.579	Information provided that there is an additional flood bank in Stratford St Mary which is no longer maintained by the Environment Agency - the flood bank runs along the edge of the respondents garden abutting the neighbouring land where the flooding can be extensive / Concern that the trenching as part of the Project will exasperate flooding which impact on the village / It is imperative that this is taken into account in relation to National Grid's calculations as	National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.	X		X	

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	to the implications the Project may have on flooding in Stratford St Mary	A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project to support and inform the EIA. The ES includes consideration of potential impacts on flood risk from all relevant sources, both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life. The FRA describes the measures that would be put in place to manage construction and operational flood and land drainage impacts to ensure the development is safe from flooding over its lifetime and that off-site flood risk is not increased. Where construction work would commence in close proximity to existing flood defences, such as the flood bank in Stratford St Mary, the Project has made a specific commitment within the Outline Code of Construction Practice (document reference 7.2) to ensuring that, through appropriate monitoring, there would be no detriment to the standards of flood protection that these defences provide.				
Mitigation						
9-5.580	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction,	X	X	X	

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		operation and maintenance of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (WSI) (document reference 7.5).				
9-5.581	Request that National Grid put gates on their haul roads to prevent illegal trespassing / Concern that the area near Rivenhall Hall Farm already suffers from hare coursing which destroys their crops	National Grid proposes security fencing and gates for all site access points to secure the works area, the construction corridor and haul roads. Security gates are to be set back a minimum of 20 m from the edge of the carriageway to allow for vehicles transitioning between the works area and public highway to stop outside of the gate whilst not impeding the public highway. A typical site access point layout including tracking of construction vehicles, visibility splays and fencing arrangements can be found on Drawing AENC-NG-ENG-DWG-0002 within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).			X	

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		In accordance with GG29 in Outline Code of Construction Practice (CoCP) (document reference 7.2), working areas would be appropriately fenced. Access controlled measures such as fencing and gated accesses to working areas would typically be in place for safety and security. Access and crossover points would be designed to reduce highway safety risks and congestion on the public highway by providing for the safe and efficient passage of construction traffic. National Grid usually fence out their construction working width to protect both members of the public and livestock. This also helps to avoid trespass. Unless otherwise agreed with the landowner/occupier, the method of fencing the construction working width would be livestock-proof to ensure exclusion of any stock kept on the adjoining land. Where no livestock is kept, post and rope fences or wire may be used. National Grid would exercise reasonable care and undertake practical measures to avoid entry by trespassers. Crossing points may be included within this fencing to facilitate the continuation of agricultural operations. The crossing points would be installed at appropriate locations to enable reasonable access across the construction working width. All temporary fencing would be maintained throughout construction works until the land has been reinstated, unless otherwise agreed with the landowner/occupier.				

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9-5.582	Suggest that the visual impact of the East Anglia Connection Node (EACN) substation at Ardleigh should be mitigated (e.g. as small as possible) regardless of financial cost	National Grid has sought to reduce environmental impacts, including visual impacts resulting from the introduction of the East Anglia Connection Node (EACN) substation, as far as practicable, through routeing and siting and an ongoing iterative design process which has taken on board feedback provided at different stages of the Project. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1 Landscape and Visual Methodology (document reference 6.13.A1). The LVIA includes an assessment of the Project, including the East Anglia Connection Node (EACN) substation, on both landscape character and visual amenity and also on the National Landscape and its special qualities. The LVIA identifies areas for potential mitigation planting to reduce visual impacts to local receptors. This includes proposals for landscape mitigation around the EACN substation. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4)) includes details regarding the planting proposals which includes an area around the EACN substation. The proposed planting provides some filtering of views of the EACN substation.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.583	Request that if works do take place at Tunmers Farm, that these are carried out between July and September (as per advice from The Royal Society for the Protection of Birds (RSPB))	A range of ecological survey work has been undertaken in line with best practice guidelines across the Project. The results of these surveys inform the need for mitigation measures, including potential restrictions to timings of construction works. Survey results and agreed mitigation measures with Natural England have not identified the need for such restrictions, for bird mitigation, in the vicinity of Tunmers Farm. Further information is presented in Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8).			X	
9-5.584	Concern about the impact of the Project on respondent's land and property near Grove Hill, Langham (e.g. security risks; access; electricity and water supply; safety concerns regarding high pressure gas main; creation of dust, noise and pollution during construction; devaluation of property; impact on trees and wildlife) and suggest the following mitigation measures: - Suggest that the trench dug for underground cables for the Project at respondent's land (near Grove Hill, Langham) should be narrower than currently proposed (to mitigate damage on flora and fauna); - Suggest that National Grid provide ducting through respondent's land (near Grove Hill, Langham) for electricity, water and fibre-optic cable to the	The standard underground cable cross section is intended to reflect typical installation conditions. In areas where other constraints exist, the trench spacing may vary or the construction methodology may change (e.g.: use of vertical excavations rather than battered excavations). The preferred approach for this Project is to use ducting, ducting is proposed as per the typical underground cable cross section. Where spoil is unsuitable for backfill it would be removed from site. National Grid would seek to reinstate the affected land where possible to the same state prior to any works (or a condition agreed with the landowner). Hedgerows, bushes and shrubs can be reinstated above the underground cables but trees cannot be planted over the top or within 10 m of underground cables. Mitigation planting would be included within the Project where trees need to be removed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	beginning of respondent's drive (address and land parcel references provided by respondent); - Suggest that that National Grid provide contingency ducting (e.g. two ducts, along the length of respondent's land to the beginning of the drive for any other services which may become available in the future with the ability for respondent to access the ducting as necessary; - Suggest that, if National Grid proceed by way of trenched cabling, then if the spoil removed when digging the trench is unsuitable for backfill, then it must be removed from the site; - Suggest that, after the completion of the operations, the drive through respondent's land must be re-laid with sufficient suitable material. If the drive and/or land sinks later, it must be further surfaced/filled and re-landscaped; - If National Grid or their contractors find that they cannot successfully trench and lay cables due to the undulations/changes of level of the site or for any other reason, and decide to change to trenchless cabling, suggest that National Grid should replace all trees and bushes already removed and re-seed the grassed areas and tend the trees/shrubs/grassed areas including watering until fully established and replace any failures within 5 years; - Suggest that National Grid return the land to the state in which it was before their operations began	Pre-construction surveys would be undertaken to aid the detailed design development of the cable route, these would be completed prior to construction. The haul road would be removed following completion of construction and the land reinstated. Where possible regular maintenance and upkeep would be completed via existing access routes. It is not anticipated that National Grid would install new services to individual properties, however some existing services may have to be diverted for construction works. National Grid works and consults with all third party statutory utility owners as well as the local water and electricity companies. Where required, appropriate mitigations would be agreed in order to negotiate such existing infrastructure. Locating existing water and electricity supplies is important to us; you may have knowledge of supply locations which we would be grateful if you could share with us. Having this information allows us to reduce the effects on your property and our Project. If we interrupt or accidentally damage any water supplies or other services in the land, we would repair the damage and/or provide an adequate alternative as soon as reasonably practicable. Access to the respondent's property would be maintained where possible, with suitable temporary measures being implemented.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	including the re-seeding of the grassed areas and the re-laying of the drive with suitable and sufficient material, taking into account the condition of the ground beneath which is swampy; - Suggest that National Grid should indemnify the respondent in respect of any claims against the respondent or damage suffered which the respondent's insurers refuse to satisfy or indemnify us as a result of National Grid's operations rendering the respondent's insurance cover invalid; - Suggest the installation of electric gates across the entrance to respondent's garden leading to the house, CCTV and intercom, and also a large secure post box and anything else necessary to keep the property secure; - Suggest that the haul road through the property should remain open as it comes off the public highway, rather than National Grid using the respondent's land indefinitely to access the fields in Langford Hall Farm to the south and the woodland and other land to the north of the Blackbrook; - Suggest that respondent's drive be kept open 24 hours a day for access to and egress from the house (e.g. by the respondent, visitors, postman, wood deliveries, building materials and other deliveries, emergency service vehicles); - Suggest that National Grid should avoid any disruption to electricity supply, keep any power cuts	National Grid enters into private treaty agreements with landowners. We would indemnify landowners in respect of negligence or breach in the exercise of its rights over their land such to the usual conditions (such as the landowner's duty to mitigate its loss). Adequate security would be put in place where required and deemed appropriate for a specific location. Landowners would be informed and where reasonable and proportionate, their specific requirements/concerns would be incorporated. In the unlikely event it is deemed necessary and agreed between parties that a property is unsuitable to be lived in during construction, National Grid would compensate the affected party, to find suitable accommodation for an agreed period. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that has been submitted with the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. ES Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8. A16) of the ES				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	to an absolute minimum, give reasonable notice of any threatened power cuts and reinstate power within a reasonable time (details of supply provided by respondent); - Suggest that in the event that National Grid's operations for any reason render Hill House uninhabitable for a period, National Grid should reimburse the respondent for all costs of alternative accommodation expense arising; - Suggest that water pipe (details provided by respondent) should be reinstated after the works are completed or some other suitable measures taken to avoid the consequent accumulation of high levels of water to the south of respondent's land parcel; - Suggest that any easement granted to National Grid includes a right for respondent to replant the trees removed; - Suggest that that a tree-root barrier or barriers should be laid/installed above the installed cables when laid through respondent's land to enable replacement trees and bushes to be planted after the operations are completed and to protect the cables from root damage from naturally occurring re-growth of trees and bushes; - Suggest that underground cables should be laid through permanent sheathing to enable easier access to the cables in the event of future repair or renewal of the cables or their replacement with	addresses the impact on vegetation and wildlife. Measures have been outlined which would mitigate for any impact. ES Chapter 7: Air Quality (document reference 6.7) of the ES includes an assessment of construction traffic emissions to determine any changes in air quality arising from construction phase. The ES also recommends best industry practices to mitigate the impact of the Project on air quality from construction. ES Chapter 14: Noise and Vibration (document reference 6.14) includes a Construction Noise Assessment. This assessment includes consideration of properties on and near Grove Hill, Langham. The assessment has not identified any potential significant adverse effects at this location. However, there are potential adverse effects. The contractor would employ Best Practicable Means (BPM) to reduce any potential effects from construction noise. Detailed Agricultural Land Classification (ALC) surveys have been undertaken to inform an Outline Soil Resource Plan (Appendix C of the Outline Code of Construction Practice (CoCP), (document reference 7.2)) which details key soil mitigation measures required to protect soil resources during construction. Implementation of these measures would allow land to be restored (i.e., following haul road removal) to its previous condition following the completion of the construction phase and any required aftercare period.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	substitute cables or other means of transmission, in order to avoid the significant disruption which would be caused if the underground cables should have to be re-excavated in the future; - Suggest that if respondent's fence is destroyed or damaged during the Project, National Grid should replace / reinstate it with a similar fence	Commitment GH06 of the Outline CoCP requires the control of earthworks or materials movements, including the re-use of materials, to be undertaken under the appropriate Environmental Permits, exemptions or CL:AIRE The definition of Waste: The development industry Code of Practice. This would include criteria for ensuring soils are suitable for use and a strategy for dealing with any excess soils. Mitigation measures for arboriculture include crown pruning, ground protection and arboricultural supervision when working within Root Protection Areas (RPAs) of retained trees. These mitigation measures are referenced within ES Appendix 13.6: Arboriculture Impact Assessment (AIA) (document reference 6.13.A6). Potential impact on property prices is not a material planning consideration for the purposes of a DCO application. Separate to this point, the Secretary of State has asked that the DCO application include an assessment of the likely significant environmental effects in the form of potential impacts on property prices. The ES contains an assessment on this. It concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project. Although not part of the Environmental Impact Assessment process it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met).				
9-5.585	Regardless of the location of the East Anglia Connection Node (EACN) and any Cable Sealing End (CSE) compounds, it is imperative that National Grid thoroughly screen these sites employing fast-growing tall native tree species on all sides to prevent views across what is very open landscape. This will need to take place around the site boundaries themselves as well as at strategic locations in between the sites and any protected landscapes, listed buildings, other heritage assets or important receptors as required in the National Policy Statement for Energy NPS-EN5 2.10.6. This must be conducted in each case to a standard defined by and agreed with the local community to ensure support. A company in the business of building industrial infrastructure is hardly best qualified to determine what constitutes 'acceptable' in this regard	National Grid has sought to reduce, as far as practicable, impacts on the environment/countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals and has been prepared			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		by a team of ecologists and chartered landscape architects. This includes environmental mitigation areas and mitigation areas to address effects on landscape and visual receptors. Environmental mitigation measures have been described within each environmental topic chapter. Indicative landscape proposals are included in Appendix D of the Outline LEMP (document reference 7.4) and indicative species mixes are provided in Appendix C of the Outline LEMP (document reference 7.4). Landscape proposals around the EACN substation and CSE compounds include deciduous woodland, scrub and hedgerows. The impacts of the Project on the historic environment have been assessed in Chapter 11: Historic Environment (document reference 6.11) of the ES. The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential impacts through change to setting that affects the value of a heritage asset. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
National Landscape (AONB)						
9-5.586	Criticism of routing the Project through the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	National Grid's consideration of corridor alternatives further to the west of the National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) was published within the Corridor and Preliminary Routeing and Siting Study (CPRSS) as part of our 2022 non-statutory consultation (available on the Project website). We have continued to backcheck the strategic connection proposal and siting of the East Anglia Connection Node (EACN) substation, which is part of the holistic consideration of the most appropriate form of the Project. In the absence of further information or new factors we continue to consider alternatives west of the National Landscape to be less preferred. On balance, these were less preferred as they would be longer and therefore lead to effects over a much greater length to other receptors at greater cost than the route through the National Landscape. Undergrounding through the National Landscape is consistent with National Policy Statement (NPS) EN-5. The siting of Cable Sealing End (CSE) compounds (the transition sites between the overhead line and underground cable) has identified locations to reduce effects on the designation and consider the use of trenchless techniques – subject to ground conditions – to reduce certain construction effects.	X	X	X	
9-5.587	Concern about the visual impact of overhead lines on the Dedham Vale National Landscape (previously	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) / the Project will be seen from the Dedham Vale National Landscape / Concern about the impact on views of the Dedham Vale National Landscape, both from within and from outside	overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. National Grid's proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, including consideration of effects on nationally designated landscapes. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). ES Chapter 13 is				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which presents the assessment of effects on Dedham Vale National Landscape. The assessment concludes that there would be no significant effects on people's views from Dedham Vale National Landscape. Section 85 of the Countryside and Rights of Way (CRoW) Act (2000) specifies relevant authorities must seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes (Areas of Outstanding Natural Beauty) when carrying out functions in relation to or affecting land within a National Landscape or its setting. National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way 2000) (document reference 5.10) sets out the current status of National Grid's consideration of its duty as a relevant authority, in relation to the Project, to seek to further the purpose of the National Landscape. The approach taken has been discussed with relevant stakeholders and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes.				
9-5.588	Concern about the use of underground cables in the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be,	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. National Grid's proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. National Grid has sought to reduce, as far as practicable, impacts of underground cables within Dedham Vale National Landscape through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment and proposals for trenchless crossing to minimise impacts. The installation of underground cabling is detailed in ES Chapter 4: Project Description (document reference 6.4)				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and would broadly adopt the following process: initially, the removal and storage of topsoil of a width sufficient to allow for construction machinery and the digging of the trenching required for underground cabling. Ducting is installed and trenches backfilled. The underground cables would then be pulled through the ducts. Hedgerows and shrubs reinstated where practicable. At this point, an appropriate grass seed mixture would be sown to encourage regrowth. In some locations trenchless techniques are expected to be adopted to reduce effects. It is anticipated that after a period of time following completion of the construction of the underground cabling and replanting of hedgerows and vegetation there would be minimal visibility of the works at ground level. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project, including the underground cabling, on landscape character and visual amenity and on the National Landscape and its special qualities. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). ES Chapter 13: Landscape and Visual (document reference 6.13) is supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which presents the assessment of effects on Dedham Vale National Landscape. The assessment				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		concludes that there would be significant effects on the special qualities of the National Landscape during construction, as a result of the proposed underground cable. Once the Project is operational and the land has been restored, effects on the special qualities of the National Landscape would not be significant. Section 85 of the Countryside and Rights of Way (CRoW) Act (2000) specifies relevant authorities must seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes (Areas of Outstanding Natural Beauty) when carrying out functions in relation to or affecting land within a National Landscape or its setting. National Landscapes - Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10) sets out the current status of National Grid's consideration of its duty as a relevant authority, in relation to the Project, to seek to further the purpose of the National Landscape. The approach taken has been discussed with relevant stakeholders and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes.				
9-5.589	Concern about the impact of the Project on the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) (generally)	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be,	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. National Grid's proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project, including the underground cabling, on landscape character and visual amenity and on the National Landscape and its special qualities. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). ES Chapter 13: Landscape and Visual (document reference 6.13) is supported by Appendix 13.5: National Landscape Assessment Study (document reference				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		6.13.A5) which presents the assessment of effects on Dedham Vale National Landscape. The assessment concludes that there would be significant effects on the special qualities of the National Landscape during construction, as a result of the proposed underground cable. Once the Project is operational and the land has been restored, effects on the special qualities of the National Landscape would not be significant. Section 85 of the Countryside and Rights of Way (CRoW) Act (2000) specifies relevant authorities must seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes (Areas of Outstanding Natural Beauty) when carrying out functions in relation to or affecting land within a National Landscape or its setting. National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way 2000) (document reference 5.10) sets out the current status of National Grid's consideration of its duty as a relevant authority, in relation to the Project, to seek to further the purpose of the National Landscape. The approach taken has been discussed with relevant stakeholders and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes.				
9-5.590	Comment supportive of the use of underground cables through the Dedham Vale National	National Grid notes the respondent's feedback.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))					
9-5.591	Criticism that the 3 km and 5 km cut-off distances used for consultation maps prevent the full impact of the Project on the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) from being shown	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)). The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This sets out the justification for the study area used for the assessment which has been determined by the nature and scale of the Project and the nature of the surrounding area and considers the landscape and/ or views that the Project may influence in a significant manner. The study area used in the assessment of landscape and visual effects in the LVIA prepared for the ES for the underground cable route through the Dedham Vale National Landscape has increased to 3 km in response to stakeholder feedback. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and is supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape and its special qualities. A Zone of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Theoretical Visibility (ZTV) map focused on Dedham Vale National Landscape is provided in ES Figure 13.19 (document reference 6.13.F19).				
9-5.592	Criticism that the 1.5 km cut-off distance used for the visual simulations used at consultation events does not present the full visual impact within the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) (given that pylons are proposed just over 1.5 km away from the Dedham Vale National Landscape) / Criticism that National Grid have changed criteria for the proposed route at the Dedham Vale National Landscape (e.g. that the visual impact at 1.5 km is negotiable of the surrounding pylons, when standard practice is to look at the visual impact at 3 km, which National Grid have used in their original proposals for this project and previous studies)	The 3D visualisation tool presented at statutory consultation public information events had a cut-off distance of 2.5 km either side of the proposed alignment, therefore views from the Dedham Vale National Landscape within this distance were captured within the study area used in the assessment of landscape and visual effects in the LVIA prepared for the ES for the underground cable route through the Dedham Vale National Landscape has increased to 3 km in response to stakeholder feedback.	X		X	
9-5.593	Concern that all roads into the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) will pass under overhead lines (e.g. amplifying the sense of industrialisation created by the Project), and that this concern has previously been dismissed by National Grid on the basis that roads are 1.5 to 2.5 km away where roads are	National Grid notes the feedback received and all feedback has been taken into consideration as part of the iterative design process. National Grid has sought to reduce, as far as practicable, impacts on Dedham Vale National Landscape and its setting through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	actually as close as 1.3 km (e.g. a short distance to travel)	concern, for examples through careful siting of Cable Sealing End (CSE) compounds and changes to the route alignment. The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Where there are proposed sections of overhead line north and south of Dedham Vale National Landscape the closest proposed pylon to the north is approximately 2.3 km, and to the south approximately 1.3 km. People				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		travelling along roads crossed by the proposed overhead line would be travelling for a range of distances and past other infrastructure elements before entering the National Landscape. Where roads pass underneath the Project, road users will experience significant visual effects. Further details are provided in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3).				
9-5.594	Criticism that National Grid have incorrectly justified the siting of overhead lines and Cable Sealing End (CSE) compounds adjacent to the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) using National Policy Statement (NPS) EN5	The National Policy Statements (NPS) EN-1 and EN-5 provide the policy context for the determination of the Project by the Secretary of State. Other policies are also relevant including the Countryside and Rights of Way Act 2000 which has recently been amended to amend the duties of relevant authorities (which include National Grid) to include the requirement '…*to seek to further the purposes of the National Landscape*.' National Grid has developed the Project on this basis utilising the guidance in the Horlock Rules (see Appendix I22 of this report) and in response to the potential effects on the National Landscape arising from the characteristics of the site of the Cable Sealing End (CSE) compound. In the absence of any indication of any alternative policy or interpretation of policy that would be more appropriate does not propose a change.	X		X	
9-5.595	Concern that the Project will encircle both the Dedham Vale National Landscape (previously known	National Grid has sought to reduce, as far as practicable, impacts on Dedham Vale National Landscape (previously known as Area of Outstanding			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) and Stour Valley Project Area	Natural Beauty (AONB)) and its setting through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through careful siting of Cable Sealing End (CSE) compounds and changes to the route alignment. The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and is supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape and its special qualities. As shown on ES Figure 13.1: LVIA Study Area and Landscape Designations (document reference 6.13.F1), the Project would pass between Dedham Vale National Landscape and part of the Stour Valley Project Area where it crosses the Black Brook. In this location the Project would be an underground cable, and there would be significant effects on landscape and visual receptors within the Stour Valley Project Area during construction and extending into the operational phase due to the loss of trees along the Black Brook. The majority of the Stour Valley Project Area is to the west of the National Landscape (west of Wormingford) and would not be affected by the Project due to distance and limited theoretical visibility of the Project.				
9-5.596	Suggest that cost should not be a deciding factor with respect to use of underground cables in the Dedham Vale National Landscape (previously known	National Grid notes the respondent's feedback. Cost is not a deciding factor in the decision to utilise underground cable within the Dedham Vale National	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) (e.g. as NPS EN-5 sets out that only infeasibility and harm should be the only reasons that the use of underground cables is deemed inappropriate in the context of a National Landscape)	Landscape. We propose to utilise underground cables within the Dedham Vale National Landscape, as well as to the north to Raydon Airfield and to the south to the East Anglia Connection Node (EACN) substation and for a short section at Great Horkesley where these areas justify the use of underground cables.				
9-5.597	Suggest that the Colne Valley should be treated by National Grid as an extension of the neighbouring Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) given the proximity of the Colne Valley to Dedham Vale and Stour Valley Project / Criticism that National Grid have considered the Dedham Vale National Landscape and Stour Valley deserving of protection but not the Colne Valley due to working from a now outdated version of NPS-EN5 in force at that time (i.e. when the 2022 Corridor Preliminary Routeing and Substation Siting study (CPRSS) was published)	The design for statutory consultation was developed with full consideration of the National Policy Statement (NPS) EN-1 and EN-5 as published in November 2023 and enacted in January 2024. National Grid consider each location on its individual merits. The Colne Valley is both outside and not within the setting of a National Landscape and as such the presumption in NPS EN-5 to utilise underground cables in such designated landscapes is not engaged. This is in contrast with the route passing through the Dedham Vale National Landscape and being considered to be within its setting near Great Horkesley. In respect of the Colne Valley, we also considered whether the level of effects more generally, even though outside a designated landscape, justified, in line with NPS EN-5 para 9.2.23, the different effects and costs of the use of underground cable and concluded that they did not and therefore that overhead line remained the preferred connection technology.			X	
9-5.598	Suggest that the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) is restored to	The installation of underground cabling would broadly adopt the following process, initially, the removal and storage of topsoil of a width sufficient to allow for construction machinery and the digging of the trenching			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	its current state following the installation of underground cables	required for underground cabling. The underground cables would then be laid in the trench, soils would be backfilled, and hedgerows and shrubs reinstated where practicable. At this point, an appropriate grass seed mixture would be sown to encourage regrowth. In some locations trenchless techniques are expected to be adopted to reduce effects. It is anticipated that after a period of time following completion of the construction of the underground cabling and replanting of hedgerows and vegetation there would be minimal visibility of the works at ground level. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). This assesses the impact of the Project and identifies the need for additional mitigation if required. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).				
9-5.599	Concern about the cumulative impact of the Project, Bramford to Twinstead proposals and water pipe works on the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) (e.g. due to trenching)	Chapter 17: Cumulative Effects (document reference 6.17) of the Environmental Statement (ES) has been prepared in accordance with the 'Planning Inspectorate Advice Note: Nationally Significant Infrastructure Projects: Cumulative Effects Assessment' (September 2024)'. As part of this assessment, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. There are likely to be significant adverse cumulative effects during construction within Dedham Vale National			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Landscape, due to the large scale construction works associated with both projects, occurring alongside each other in these areas. There would be significant beneficial landscape effects within Dedham Vale National Landscape from the removal of the 132 kV overhead line within the Box and Stour Valleys. Landscape mitigation measures are summarised in ES Chapter 13: Landscape and Visual (document reference 6.13) and also detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-5.600	Suggest that the area to the south of Langham Estate down to the Black Brook should be considered as sensitively as the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) (e.g. given impact to the views from within the National Landscape; the area is also being considered for inclusion in the expanded National Landscape)	National Grid has sought to reduce, as far as practicable, impacts on Dedham Vale National Landscape through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through careful siting of Cable Sealing End (CSE) compounds, changes to the route alignment and proposals for trenchless crossings The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape including south of the National Landscape down to Black Brook and beyond and also a section at Great Horkesley, to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and is supported by Appendix 13.5: National Landscape Assessment Study (Document Reference 6.13.A5) which considers impacts on the National Landscape and its special qualities. The landscape south of Langham Estate down to the Black				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Brook is judged to form part of the setting of Dedham Vale National Landscape as set out in Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5). Between Langham Estate and the Black Brook the Project would be underground cable, and there would be significant effects on landscape and visual receptors during construction and extending into the operational phase due to the loss of trees along the Black Brook. Further information is provided in ES Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) and Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3).				
9-5.601	Suggest that the Cable Sealing End (CSE) compounds should be located further away from the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) so that they are not visible from areas around Lower Raydon / Brett Vale within the National Landscape	National Grid has sought to reduce, as far as practicable, impacts on Dedham Vale National Landscape through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through careful siting of Cable Sealing End (CSE) compounds, changes to the route alignment and proposals for trenchless crossings. The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. National Grid considers the siting of the CSE compounds to be appropriate in terms of the avoidance of impacts on Dedham Vale National Landscape. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape and identifies areas for potential mitigation planting to reduce visual impacts to local receptors. The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). The LVIA is presented in the Environmental Statement (ES), Chapter				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		13: Landscape and Visual (document reference 6.13) and is supported by ES Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape and its special qualities. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals which include areas around the proposed CSE compounds.				
9-5.602	Criticism that the Dedham Vale Natural Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) and Stour Valley Management Plan (2021 - 2026) has not been considered	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)). The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and is supported by ES Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape and its special qualities as set out within the Dedham Vale National Landscape and Stour Valley Management Plan (2021 - 2026). Section 85 of the Countryside and Rights of Way (CRoW) Act (2000) specifies relevant authorities must seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes (Areas of	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Outstanding Natural Beauty) when carrying out functions in relation to or affecting land within a National Landscape or its setting. National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way 2000) (document reference 5.10) sets out the current status of National Grid's consideration of its duty as a relevant authority, in relation to the Project, to seek to further the purpose of the National Landscape. The approach taken has been discussed with relevant stakeholders and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes'.				
9-5.603	Criticism that the Project will spoil views on edge of the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) (where it is possible to see land both inside and outside the boundary) which contradicts the Countryside and Rights of Way Act (2000)	National Grid has sought to reduce, as far as practicable, impacts on Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) and its setting through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through careful siting of Cable Sealing End (CSE) compounds, changes to the route alignment and proposals for trenchless crossings. The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape designation is one such location where there is a presumption that underground cable technology is adopted, with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)). The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference) and is supported by ES Appendix 13.5 National Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape and its special qualities as				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		set out within the Dedham Vale National Landscape and Stour Valley Management Plan (2021 - 2026). The assessment concludes that there would be significant effects on some of the special qualities of the National Landscape during construction. An assessment of effects on people's views is provided in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3), with an assessment of effects from representative viewpoints within Annex A. The assessment concludes that there would be significant effects on some views from the southern edge of the National Landscape, for example at Viewpoint 3.15 Birchwood Road west of Lamb Corner (see Figure 7.12.F84 of Visualisations (document reference 7.12)). Section 85 of the Countryside and Rights of Way (CRoW) Act (2000) specifies relevant authorities must seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes (Areas of Outstanding Natural Beauty) when carrying out functions in relation to or affecting land within a National Landscape or its setting. National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way 2000) (document reference 5.10) sets out the current status of National Grid's consideration of its duty as a relevant authority, in relation to the Project, to seek to further the purpose of the National Landscape. The				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		approach taken has been discussed with relevant stakeholders and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes'.				
9-5.604	Suggest that the requirement set out within the National Planning Policy Framework (NPPF) to sensitively locate development to minimise adverse impacts on National Landscapes, should also be applied at the boundaries of the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	National Grid has sought to reduce, as far as practicable, impacts on Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) and is setting through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through careful siting of Cable Sealing End (CSE) compounds, changes to the route alignment and proposals for trenchless crossings. The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		in response to the potential for the Project to affect the natural beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and is supported by ES Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5 which considers impacts on the National Landscape and its special qualities. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals which include areas around the proposed CSE compounds.				
9-5.605	Suggest use of cable ploughing for underground cables at the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	The maximum voltage for underground cables that can be laid using cable ploughing is 132 kV, and the underground cable size required for this Project is 400 kV, National Grid will continue to monitor advances in technology innovations and exact methodologies may			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		vary within the limits of the Development Consent Order (DCO). We are not proposing to utilise this method for installation of underground cables from Norwich to Tilbury at present.				
9-5.606	Concern that the Project will result in parts of the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) being unable to deliver statutory AONB purpose during construction of underground cabling (including the haul road) / Suggest that National Grid avoid these impacts where possible and that residual impacts on the National Landscape should be mitigated and compensated for	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. The Project includes a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA) Which is provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the Development Consent Order (DCO) application. The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, including consideration of effects on Nationally Designated Landscapes. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). ES Chapter 13 is supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which presents the assessment of effects on Dedham Vale National Landscape. The assessment concludes that there would be significant effects on the special qualities of the National Landscape during construction, as a result of the proposed underground cable. Once the Project is operational and the land has been restored, effects on the special qualities of the National Landscape would not be significant. Section 85 of the Countryside and Rights of Way (CRoW) Act (2000) specifies relevant authorities must seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes (Areas of Outstanding Natural Beauty) when carrying out functions in relation to or affecting land within a National Landscape or its setting. Guidance on how public bodies should exercise the 'seek to further' the purpose of a National Landscape is set out in a Department for Environment, Food and Rural Affairs (Defra) publication 'Guidance for relevant				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		authorities on seeking to further the purposes of Protected Landscapes (16th December 2024)'. National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10) sets out National Grid's consideration of its duty as a relevant authority, in relation to the Project, to seek to further the purpose of the National Landscape. The approach taken has been discussed with relevant stakeholders and follows the guidance published by Defra in December 2024.				
9-5.607	Request an Area of Outstanding Natural Beauty (AONB) setting study is undertaken so the impacts on the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) setting can be fully understood	National Grid has sought to reduce, as far as practicable, impacts on Dedham Vale National Landscape (Area of Outstanding Natural Beauty (AONB)) and its setting through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through careful siting of Cable Sealing End (CSE) compounds, changes to the route alignment and proposals for trenchless crossings. National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy.	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Dedham Vale National Landscape's designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA) which is provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13) and is supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape and its special qualities. Appendix 13.5 is supported by Annex A: National Landscape Setting Study.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.608	Request that appropriate avoidance, minimisation, mitigation and compensation measures are made in relation to impacts on the National Landscape (including tourism industry, farming and business), as well as the embedded mitigation for proposals to use underground cables that is a policy requirement	National Grid has sought to reduce, as far as practicable, impacts on Dedham Vale National Landscape and its setting through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through careful siting of Cable Sealing End (CSE) compounds, changes to the route alignment and proposals for trenchless crossings. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA) which is provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape and identifies areas for potential mitigation planting to reduce visual impacts to local receptors. The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13) and is supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape and its special qualities. Appendix	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		13.5 is supported by Annex A: National Landscape Setting Study. The Outline Landscape and Ecology Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals which include areas around the proposed Cable Sealing End (CSE) compounds. Mitigation measures in relation to soils, agricultural land and agricultural landholdings and to tourism attractions and businesses are outlined in Chapter 6: Agriculture and Soils (document reference 6.6) and Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the ES, respectively. The economic effects on landowners would be addressed through agreements which are not assessed in the ES. Mitigation measures in relation to soils, agricultural land, agricultural landholdings are outlined in Chapter 6: Agriculture and Soils (document reference 6.6) of the ES and in relation to tourism attractions and businesses are outlined in the Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the ES. The economic effects on landowners would be addressed through agreements which are not assessed in the ES.				
9-5.609	Request the mitigation hierarchy is applied, including in relation to compensation for significant residual	National Grid has sought to reduce, as far as practicable, impacts on Dedham Vale National	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	impacts on the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	Landscape and its setting through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through careful siting of Cable Sealing End (CSE) compounds, changes to the route alignment and proposals for trenchless crossings. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA) which is provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape. The mitigation hierarchy is set out in ES Chapter 5: EIA Approach and Method (document reference 6.5). The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13) and is supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape and its special qualities. Appendix 6.13.A5 is supported by Annex A: National Landscape Setting Study. Section 85 of the Countryside and Rights of Way (CRoW) Act (2000) specifies relevant authorities must seek to further the purpose of conserving and enhancing				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the natural beauty of National Landscapes (Areas of Outstanding Natural Beauty) when carrying out functions in relation to or affecting land within a National Landscape or its setting. National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way 2000) (document reference 5.10) sets out the current status of National Grid's consideration of its duty as a relevant authority, in relation to the Project, to seek to further the purpose of the National Landscape. The approach taken has been discussed with relevant stakeholders and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes'.				
9-5.610	Request that if National Grid secure approval for their preferred option, compensation should be provided for damage caused to the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)), given other options are available that would have less impact on the AONB and deliver the scheme purpose	National Grid notes the respondent's feedback. We provide compensation where appropriate to landowners in line with the Compensation Code. National Planning Policy and the regulatory framework does not provide a mechanism for monetary compensation for residual impacts. In the National Landscape, any land impacted by the Project, would be restored to its former use. Impacts to the land are assessed and presented in the Environmental Statement (ES) as well as any mitigation required.	X			
9-5.611	Suggest that less intrusive undergrounding methods are used in the Dedham Vale National Landscape (previously known as the Dedham Vale Area of	National Grid has considered the use of alternative technologies, e.g. High Voltage Direct Current (HVDC) cables, which would have a reduced cable construction	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Outstanding Natural Beauty (AONB)) to meet the National Grid Electricity Transmission 2021-2026 Environmental Action Plan 'net gain' principles	swathe. However, the use of HVDC cables through the Dedham Vale National Landscape would require a converter station at each end of the HVDC section to enable connection back to Bramford Substation and East Anglia Connection Node (EACN) substation. Converter stations are very substantial pieces of infrastructure (comparable in scale to a substation) and would come with significant impacts of their own. The proposed underground cable arrangement (with 18 cables buried in six trenches) is required to meet the electrical rating demands of the Project. Trenchless installation is proposed where considered necessary, however open cut installation remains significantly less expensive and is therefore the default.				
9-5.612	Suggest that National Grid should undertake an assessment of the costs related to the impacts on the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	National Grid notes the respondent's feedback. We provide compensation where appropriate to landowners in line with the Compensation Code. National Planning Policy and the regulatory framework does not provide a mechanism for monetary compensation for residual impacts. In the National Landscape, any land impacted by the Project, would be restored to its former use. Impacts to the land are assessed and presented in the Environmental Statement (ES) as well as any mitigation required.	X			
9-5.613	Criticism that National Grid have downplayed the impact of the Project on users of the Stour Valley Path, the Essex Way, and the Stour Navigation within their Preliminary Environmental Information	The assessment of recreational routes, including the Stour Valley Path, the Essex Way, and the Stour Navigation, is outlined in Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Report (PEIR) (April 2024) with the impacts assessed as not significant during construction / Suggest that assessments on users of the access networks in the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) are revisited as impacts from construction is likely to be significant during the construction phase	the Environmental Statement (ES) and the Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) submitted as part of the Development Consent Order (DCO) application.				
9-5.614	Concern regarding the cumulative impacts of the Project in combination with the National Grid Bramford to Twinstead project and the Anglian Water Bury St Edmunds to Colchester pipeline project, which collectively if consented, would see trenching across the east of the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)), the west of the National Landscape and through the centre of the National Landscape / Request that that National Grid work with other developers to avoid, minimise and mitigate in combination impacts on the National Landscape	National Grid has sought to reduce, as far as practicable, impacts on Dedham Vale National Landscape and its setting through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through careful siting of Cable Sealing End (CSE) compounds, changes to the route alignment and proposals for trenchless crossings. National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA) which is provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape and identifies areas for potential mitigation planting to reduce visual impacts to local receptors. The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13) and is supported by Appendix 13.5: national Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape and its special qualities. Appendix				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		13.5 is supported by Annex A: National Landscape Setting Study. The Outline Landscape and Ecology Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals which include areas around the proposed Cable Sealing End (CSE) compounds. The findings and conclusions of the LVIA and other topics assessments have been considered within the cumulative impact assessment for the Project. The list of developments as part of the cumulative assessment are presented in ES Chapter 17: Cumulative Effects (document reference 6.17). This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed, including the National Grid Bramford to Twinstead project and the Anglian Water Bury St Edmunds to Colchester pipeline.				
9-5.615	Concern National Grid have shown an unexplained interest in property and land outside of the boundary of the Draft Order Limits (red line boundary) within the National Landscape (e.g. two properties identified with National Grid notices of interest in relation to the Project posted up outside them: Stratford St Mary Village Hall and playing field and the land around the water works next to the river)	National Grid does not have any interest in any land or property that sits outside of the Order Limits. There are notices placed along the length of the route which may be outside of the Order Limits. These will likely be unregistered land notices, where we are trying to determine who owns a piece of land. Or alternatively they may be notices advising of consultations.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.616	Oppose the change to the Project at the Black Brook Valley, and suggest that this section of the Project should be tunnelled as per the 2023 consultation (e.g. to mitigate impact on trees and visual impact)	National Grid notes the respondent's feedback. The design for the split crossing at Black Brook has been removed to avoid encircling a property. The underground cable installation methodology at Black Brook, has been subject to significant consideration due to the high ecological value of the site. A range of construction methods and routes have been investigated for the area. However, the site is highly constrained with very limited space available between properties, including a property that is located immediately north of Black Brook, Black Brook local wildlife site (LWS) and priority woodland habitat. The use of Horizontal Directional Drilling (HDD) is not technically feasible due to these site constraints and alternative trenchless solutions are expected to require use of tunnelling methods, which would be substantially more expensive than HDD. National Grid does not consider that this can be justified in policy terms. The impact on habitats, wildlife and ecology have been assessed by a team of specialists, who have inputted into the decision-making process. Black Brook would be over-pumped during construction, minimising the impact on water flows, contamination and any changes in the water table. National Grid is aware of land level differences and the presence of the high pressure gas main. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Assessment (EIA). The LVIA is presented in ES Chapter 6.13: Landscape and Visual (document reference 6.13). The Black Brook Valley is judged to form part of the setting of Dedham Vale National Landscape as set out in Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5). There would be significant effects on landscape and visual receptors around the Black Brook Valley during construction and extending into the operational phase due to the loss of trees along the Black Brook. Further detail is provided in ES Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) and Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The Outline LEMP (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition, the Limits of Deviation (LoD) allows for some flexibility during design and construction to further avoid environmental constraints that may be identified later in the Project. In addition, National Grid has committed to delivering 10% Biodiversity Net Gain (BNG) with environmental and societal benefits. Details on the BNG assessment, proposed onsite mitigation and offsite enhancement are included within the Biodiversity Net Gain Report (document reference 7.1).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.617	Criticism that National Grid has wrongly interpreted the requirements of the National Policy Statement for Energy and set out misleadingly narrow criteria. NPS-EN5 requires use of underground cable near to the Dedham Vale, making it clear that even residual impacts are unacceptable, and precludes arguments based on cost to avoid undergrounding near to a protected National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	National Grid appreciates that different respondents may have different interpretations of policy but has developed the Project based on its interpretation which is set out in the Planning Statement (document reference 5.6). We do not agree that policy requires the use of underground cables near the National Landscape, rather the adoption responds to the specific effects and a decision making balance.			X	
9-5.618	At section 5.3.6 and 5.3.7 of the Design Development Report, National Grid cite the National Policy Statement for Energy NPS-EN5 2.9.7 and NPS-EN5 2.9.20. However, they fail to highlight the prohibition on residual impact, fail to highlight the fact that NPS-EN5 2.9.20 is only the opening paragraph of a much greater section which details presumptions underground and, specifically, National Grid makes no mention of NPS-EN5 2.9.21 which expands the criteria to cover areas surrounding protected landscapes. Nor is mention made of the fact that the cost of the use of underground cables set out in NPS-EN5 2.9.24 is an exemption only in respect of routes which do not cross any part of a protected landscape (in relation to National Grid has wrongly interpreted the requirements of the National Policy Statement)	National Grid appreciates that different respondents may have different interpretations of policy but has developed the Project based on its interpretation which is set out in the Planning Statement (document reference 5.6). We note the respondent's interpretation but disagree that there is a prohibition on residual impact. The 2024 Design Development Report (available on the Project website) was also not intended to cover all aspects of the policy and of course we are aware of the need to consider all parts of the policy that apply.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.619	Criticism that at Section 5.3.9 of the Design Development Report, National Grid claim to have deployed underground cable where the draft alignment is in very close proximity to the Dedham Vale when in fact, they have done so in only a very short section preferring instead – but not making mention of – Pylons through the majority of the surrounding area despite the close proximity (in relation to National Grid has wrongly interpreted the requirements of the National Policy Statement)	National Grid appreciates that different respondents may have different interpretations of policy but has developed the Project based on its interpretation which is set out in the Planning Statement (document reference 5.6). In this case whether the proximity does or does not affect the National Landscape is a matter of opinion. National Grid's technical experts have contributed to the identification of those areas where it is considered that the circumstances justify a change to underground cable.			X	
9-5.620	Criticism that National Grid wrongly state at 5.4.121 of the Design Development Report that the sections near to the National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) are not subject to the presumption to the use of underground cables (in relation to National Grid has wrongly interpreted the requirements of the National Policy Statement)	National Grid appreciates that different respondents may have different interpretations of policy but has developed the Project based on its interpretation which is set out in the Planning Statement (document reference 5.6). In this case whether the proximity does or does not affect the National Landscape is a matter of opinion. National Grid's technical experts have contributed to the identification of those areas where it is considered that the circumstances justify a change to underground cable.		X	X	
9-5.621	Criticism that National Grid have detailed throughout the course of three consultations in numerous documents that rerouting the stretch which commences at Ardleigh and ends just beyond Little Horkesley is impossible, however this is contradicted by the work in the 'Strategic Options Backcheck and Review'	There is a misrepresentation of National Grid's comments, and we do not consider there to be a contradiction. The 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) and 2023 and 2024 Strategic Options Backcheck and Review (SOBR) (available on the Project website) have been clear that there are alternative ways of meeting the reinforcement need and alternative corridors and routes. These more			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		strategic alternatives have been carefully considered and a preferred solution identified based on a range of environmental, technical and cost aspects. The 2023 and 2024 Design Development Reports (DDR) (available on the Project website) set out the process of development of this strategic solution and in various parts identifies the limitations to route development at specific locations. In respect of Ardleigh the 2024 DDR wording is in the context of the specific location, noting that there are no alternative corridors for routeing the infrastructure, albeit a limited number of localised route modifications at a smaller scale have been made. The commentary must therefore be considered in the correct context, and it should not be interpreted as applying to the more strategic alternatives.				
9-5.622	National Grid are entitled to argue pursuant to the National Policy Statement for Energy NPS-EN5 2.9.22 that pylons can be used in respect of cables emergent from the East Anglia Connection Node (EACN) due to it being 'infeasible in engineering terms' to use underground cables. This might apply to the section in which it is required to route Pylons for emergent cable over the same course as the underground incoming cables. However, (i) this situation arises only because of the choice of location made for the EACN; and (ii) the exemption is in any event limited to the section which is	National Grid appreciates that different respondents may have different interpretations of policy but has developed the Project based on its interpretation which is set out in the Planning Statement (document reference 5.6).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	infeasible in engineering terms and does not extend beyond it					
9-5.623	Criticism that the western Cable Sealing End (CSE) compound at Little Horkesley, together with the Project between Pylons TB35 and TB40 will be greatly visible across the Dedham Vale and Stour Valley Project, acting as a 'Gateway of Steel' to both as visitors using the B1508 for access will be required to pass beneath, in addition to causing damage to landscape and heritage assets in the immediate vicinity	National Grid has sought to reduce, as far as practicable, impacts on the environment/countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. Paragraph 5.4.134 of the April 2024 Design Development Report (DDR) (available on the Project website) notes that 'An alternative location for the western Cable Sealing End (CSE) compound at Great Horkesley was raised in feedback with a preference for a location closer to TB40 (2023 preferred draft alignment). This site was considered as part of the development of the 2023 preferred draft alignment, but it was less preferred. Respondents providing feedback requested moving the location of the western CSE compound further to the south to reduce residential amenity effects to a number of residential properties and to reduce effects on the National Landscape (previously Area of Outstanding Natural Beauty (AONB)). Whilst acknowledging the reduction in effects from such a change, it is noted that the change would transfer such effects to other residential properties. It is also considered that any effects on the National Landscape in terms established in National Policy Statement (NPS) EN-5 section 2.9 do not occur at a level that would be considered to meet a threshold justifying the effects and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		additional cost of additional 800 m of underground cable. In reviewing the previous decision making, no new material considerations nor change to factors considered has been identified. As a result, it is considered that the additional costs and effects to extend the underground cable to a different CSE compound location are not consistent with policy. In light of this and the transfer of effects to other receptors no change is currently proposed.' Any larger shifts in the location of the CSE compound would bring the compound closer to other residential receptors and/or could position the compound on higher ground making it more widely visible. Paragraph 5.4.136 notes that an alternative alignment for pylons TB35 to TB40 to the west of Fordstreet and Fordham was considered and sets out the reasoning why a western option was not preferred when compared to the proposed alignment. The report summarises that 'Overall whilst noting some potential for a reduction in the number of residential properties with potential amenity effects if the western alternative was taken forward, this would be a longer less economic and efficient route with more pylons and angle pylons. It would also potentially increase effects in respect of construction within a Flood Zone (but subject to micrositing this difference may be avoided) and be likely to increase effects on heritage assets including a Grade I listed building and several moats associated with listed buildings. It is also noted that the 2023 preferred draft alignment is consistent with policy and overall, it is				

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		considered that there would be insufficient benefits from potentially reduced residential amenity and landscape effects of the western alternative to offset the technical concerns and additional infrastructure required for delivery it. On that basis the 2023 preferred draft alignment, subject to localised modifications, remains preferred and has been taken forward as the 2024 preferred draft alignment.' The current alignment therefore seeks to follow a low-lying route on exit from the CSE compound to minimise wider visibility in the landscape, and to route as equidistant between properties as possible. As such, this alignment remained preferred and was assessed as part of the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. This includes a Landscape and Visual Impact Assessment (LVIA), which includes an assessment of landscape and visual effects. The impacts of the Project on the historic environment have been assessed in Chapter 11: Historic Environment (document reference 6.11) of the ES. The assessment considers the potential impact on				

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		archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. Whilst the majority of heritage assets in this location will experience no more than a minor adverse significance of effect (not significant) from the Project, it is acknowledged that the Grade II listed King's Farmhouse will see a moderate adverse significance of effect (significant) during both construction and operation. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-5.624	Application of Holford and Horlock rules places further restrictions on the siting of East Anglia Connection Node (EACN) substation and both Cable Sealing End (CSE) compounds in proximity to the Dedham Vale and also dictates expansion of the underground section, a move to the south of the western CSE compound and significant screening measures around all three	National Grid appreciates that different respondents may have different interpretations of policy (which includes consideration of Holford and Horlock Rules as guidance to decision making) but has developed the Project based on its interpretation which is set out in the Planning Statement (document reference 5.6).			X	
9-5.625	In relation to the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)), suggest that Table A13.1.10 of the Preliminary Environmental	National Grid has sought to reduce, as far as practicable, impacts on Dedham Vale National Landscape and its setting through routeing and siting and an ongoing iterative design process which has taken	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Information Report (PEIR) should clearly set out any negative effects anticipated to arise during the construction period, to demonstrate that a full assessment of the effects arising from the project have been considered. A full assessment of effects should acknowledge both the construction stage impacts and operational impacts, this is the case even where no permanent operational stage effects arise. Accordingly, suggest that the assessment of effects is updated to clearly states the construction stage effects and operational stage effects for each of the special qualities. An example of where this has been caried out previously for the Bramford-Twinstead Reinforcement Nationally Significant Infrastructure Project (NSIP), can be seen in document reference BT-GLP-020631-500-000; 8.3.7 Dedham Vale AONB Special Qualities and Statutory Purpose, September 2023, Appendix A.	on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through careful siting of Cable Sealing End (CSE) compounds, changes to the route alignment and proposals for trenchless crossings. National Policy Statement EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment. The LVIA includes an assessment of the Project on landscape character and visual amenity				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		during construction and operation. This includes the consideration of Dedham Vale National Landscape and identifies areas for potential mitigation planting to reduce visual impacts to local receptors. The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology of the Environmental Statement (ES) (document reference 6.13.A1). The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13) and is supported by Appendix 6.13.A5: National Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape and its special qualities during construction and operation. Appendix 6.13.A5 is supported by Annex A: National Landscape Setting Study. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals which include areas around the proposed CSE compounds. Section 245 (Protected Landscapes) of the Levelling-up and Regeneration Act 2023 (LURA) places a duty on 'relevant authorities', which in this context includes National Grid as a statutory undertaker, to seek to further the statutory purposes of protected landscapes (referred to as the 'seek to further' duty). In relation to National Landscapes (which includes the Dedham Vale National Landscape), this requirement has been incorporated into Section 85 of the Countryside and Rights of Way (CRoW) Act, which states:				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		'*In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty*'. The approach National Grid is taking to meet the 'seek to further' duty in relation to the Project has been detailed in National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10). The document details how the National Landscape and 'seek to further' duty has been taken into consideration during Project development and highlights potential further measures. The overall approach has been, and continues to be, discussed with relevant stakeholders (which includes but is not limited to the Dedham Vale National Landscape and Stour Valley Partnership) and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes' (Defra, 2024). It is intended the finalised measures will be secured by an appropriate mechanism as part pursuant to the DCO process.				

Primary Access Routes / Haul Road / Construction Compounds						
9-5.626	Concern that construction traffic from construction compound JCC2 will impact the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) and local area (including Holton Saint Mary) / Request for confirmation that this was taken into consideration when siting construction compound JCC2 / Concern about the impact of construction traffic to 'construction hub' in Holton Saint Mary (e.g. due to safety and maintenance concerns)	Construction compound JCC02 is located between the Primary Access Route for construction and the proposed cable alignment which offers access and logistical benefits. National Grid has carefully considered the feedback received during the statutory consultation for this construction compound. The proposed compound between Raydon and Holton St Mary serves underground cabling works between the proposed Cable Sealing End (CSE) compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land adjacent to Notley Enterprise Park will increase the distance that construction vehicles must travel from the primary access route by approximately 1.5-1.8 km. Approximately two thirds of the cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements from the compound to work sites along the cable alignment. National Grid has also carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles and is proposing to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA) and is presented in Chapter 13: Landscape and Visual of the Environmental Statement (ES) (document reference 6.13). An assessment of effects on people’s views is provided in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This includes effects relating to			X	X

	construction compound JCC02 during construction. The assessment concludes that people in Visual Receptor Areas (VRA) C7 Holton St Mary and East Bergholt would experience significant effects during construction and operation, up to a distance of approximately 1.5 km from the Project. An assessment of effects on the special qualities of Dedham Vale National Landscape during construction and operation (and maintenance) is provided in Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) of the ES. The assessment concludes that there would be significant effects on the special qualities of the National Landscape during construction, as a result of the proposed underground cable. Once the Project is operational and the land has been restored, effects on the special qualities of the National Landscape would not be significant. Chapter 16: Traffic and Transport (document reference 6.16) of the ES includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on walking, cycling and horse-riding modes on the roads along the Primary Access Routes (PAR) located in the Local Road Network. This includes the B1070 at Holton St Mary which provides access from the A12 Ipswich Road to the proposed haul road providing access to compound JCC02. The likely effects along the PAR along the B1070 are considered temporary and not significant with embedded mitigation in place, as identified within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Haul road crossing points are proposed throughout the Dedham Vale National Landscape along the underground cable section crossing the local highway network. This includes a crossing point across the B1070 and on Arcadia Road near to the JCC02 compound which will be used by construction traffic in areas with no identified sensitive				

		receptors. Typical mitigation measures are identified within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and aim to ensure the safe movement of construction vehicles along PAR, at Site Access Points and haul Road crossing points, with a suitable maintenance regime introduced.				
9-5.627	Concern about the proposed haul road for the Project which connects to Mill Lane, Fordham (from Pylon TB49 to TB59) (e.g. safety concerns at junction due to the steep incline either side of Fordham Bridge and restricted visibility on the west side when descending from the south; required removal of trees in Fiddlers Wood for visibility; as it passes through a floodplain; impact on FP4 that passes north-south along the western boundary of Fiddlers Wood; proximity to the river and Ford Street Conservation Area; safety concerns at junction with the A1124 on Ford Street Hill; safety concerns at junction with Green Lane and associated construction works; impact on residents where the haul road is proposed to be sited to the west of the Project between Pylons TB54 and TB55; impact on listed buildings and residences at the Brook Road crossing between Aldham Hall and Brick Cottages)	National Grid has been working with the local highway authorities and National Highways as we develop our access proposals for the Project. Our assessments have included visibility and highway geometry. As part of the design development of the Project, the proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures have been developed to include temporary traffic management measures such as speed limit reductions and/or temporary signals. The visibility splays have been reduced to 50 mph to minimise tree removal on Fiddlers Hill. The effects of works in proximity to watercourses and in floodplains have been assessed in the Environmental Statement (ES), Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and within the Flood Risk Assessment (document reference 7.9) and measures to mitigate any impacts are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2). An Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) has been prepared and submitted with the application for development consent. Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) provides an assessment of the pedestrian, cyclist and horse-rider delays for the PRoW if it is expected that there would be a temporary maximum increase in journey length/time for more than four weeks in any 12-month period. The Outline PRoW Management Plan has defined the management of the PRoW in the area around pylons TB49 to TB59.	X		X	

	The PRoW would be temporarily closed with managed access, that is, allowing a safe passage throughout for PRoW users. Additionally, during certain types of works, some of the PRoW would be temporarily closed and diverted following a similar alignment to the existing PRoW. Footpath Aldham 3 and 12 would be temporarily diverted. As a result, no significant increase in journey time and trip length is expected. Therefore, the magnitude of impact on the PRoW is considered negligible or minor and the overall effect has been classified as not significant. Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) and Transport Assessment (document reference 7.11) have included an analysis of the personal injury collision data along the full length of the links along Primary Access Routes (PARs) and junctions including A1124 Halstead Road to identify patterns in collision locations in order to establish any areas of safety concern. The analysis has not identified collision clusters or other areas of safety concern. Furthermore, the expected maximum number of construction vehicles during the construction peak period (worst-case) peak hour is of two-way 42 Heavy Goods Vehicles (HGVs) over a short duration of time e.g. 1 week. The overall effects on road user safety from the construction phase would be short-term minor adverse and not significant. Therefore, it is reasonable to conclude that the Project would have no substantial adverse impact on road safety along the A1124 Halstead Road Conservation areas within 2 km of the Order Limits are considered in the historic environment assessment for the Project, Fordstreet Conservation Area is therefore included in the assessment, which considers both direct and indirect impacts. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document				

		reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. Regarding Fordstreet, both the construction and operation phases of the Project would have a significant impact on the conservation area. The assessment of conservation areas is supported by setting surveys, as documented in the ES, Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-5.628	Concern about impact of flooding on proposed access road for the Project at Ipswich Road / Gun Hill (e.g. as flooding is frequent)	Prior to construction, surveys would be undertaken to identify drainage systems within working corridors. The Project would secure a commitment to maintain the functionality of these systems, or provide for temporary alternative drainage measures, such that there is no increase in surface water flood risk within or downstream of working areas. National Grid has engaged with the Environment Agency as part of the Project development. All works in the River Stour flood plain would be subject to a Flood Risk Activity Permit, which would require agreement with the Environment Agency. The design includes measures to mitigate flood risk, including an allowance for additional laydown areas to the north and south of the flood plain (e.g. for temporary soil storage). The design also includes space for drainage attenuation ponds, to control the rate of discharge of surface water from the works to a rate agreed with the relevant Lead Local Flood Authorities.			X	
9-5.629	Suggest that the A134 should not be used for access for the Project and access should instead be direct	National Grid has been working with the local highway authorities and National Highways to develop access	X		X	

	from the A12 via a new temporary slip-road from the A12 at the point the route crosses the A12 between Colchester and Langham. If secondary access is required, suggest that the Project should be accessed from Colchester Park and Ride	proposals for the Project. Our assessments have not identified a suitable alternative access route to this section of temporary haul road. As part of the pre-application process National Grid has engaged with the local authorities, and their highways teams and National Highways to understand and gain information on their local road networks including the A134 and A12. A new temporary slip-road from the A12 (strategic Road Network) is not acceptable to National Highways on highways safety grounds. of. A direct access from the A12 using Perry Lane was discounted through assessment as it did not comply with National Highways requirements of new accesses of their assets. As part of the design development of the Project, mitigation measures for road safety have been developed as the designs progress.				
9-5.630	Suggest that farm machinery should be allowed to used the same tracks as the haul road at Pylons TB78 and TB79 where they utilise existing farm tracks (plan provided by respondent), and that crossing points are provided to enable access to the other half of respondent's farm. This access should be available during early and late hours, especially during critical harvest seasons	There would be some periods during construction, where landowners would be unable to use access tracks and crossing points. The Project team would look to communicate these periods with the landowners and seek to avoid (or agree set times for access) times of harvest. Crossing points would be installed where required and reasonably practical. If a landowner would like to discuss this further, they should contact the Projects Lands Team. Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.			X	
Project Finance / Costs						
9-5.631	Suggest that the Secretary of State should weigh the cost-benefit of the use of underground cables in the	In line with paragraph 2.9.24 of National Policy Statement (NPS) EN-5, as part of determining the			X	

	Colne Valley, rather than National Grid, as per Section 2.9.24 of National Policy Statement (NPS) EN5 (e.g. even if determined that the relationship of the Colne Valley to the Dedham Vale is such that impacts do not also affect the National Landscape (formerly the Dedham Vale Area of Outstanding Natural Beauty (AONB))	application for development consent, the Secretary of State will consider undergrounding of cables only where the benefits, such as reduced visual or environmental impacts, clearly outweigh the additional costs and technical challenges.				
Public Right of Way (PRoW)						
9-5.632	Concern about negative impact on PROW / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.	X	X	X	
9-5.633	Concern about the impact of the Project on the Essex Way	An Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) has been submitted as part of this Development Consent Order (DCO) application and sets out management measures and mitigation measures for each PRoW, including the Essex Way, affected by the construction activities and operation of the Project. The impact on PRoW (including Essex Way) from the construction and operation of the Project are presented in Environmental Statement (ES), Chapter 16: Traffic and Transport (document reference 6.16) and ES	X	X	X	

		Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15). The Outline PRoW Management Plan has defined the management of the PRoW along the Essex Way, in particular the PRoW Langham 3, Great Horkesley 31, Fordham 33, Fordham 35, Great Tey 36, Great Tey 42, White Notley 15, Great And Little Leighs 29 and Great And Little Leighs 40. Most of the above PRoW would be temporary closed for the duration of the works with managed access, that is, allowing a safe passage throughout of the PRoW users. The footpaths Great Tey 36, Great Tey 42 and Great And Little Leighs 40, and bridleway White Notley 15 would be temporary diverted during the construction period. Footpath Great Tey 36 would have a diversion of less than 5 minutes during 2 days and Great Tey 42 would have a diversion of less than 2 minutes during 1 week. The diversion of Great And Little Leighs 40 would follow a similar alignment to the existing footpath, resulting in a minimum increase in journey time and distance. As a result, the magnitude of impact on the PRoW along the Essex Way is considered negligible and the overall effect has been classified as not significant.				
9-5.634	Suggest that a study on alternative routes and safety measures for impacted footpaths in Little Bromley is undertaken (Public Right of Way (PRoW) 13, 14, 16, 17, 21) due to concerns that propsed footpath closures could harm residents' mobility and safety	An Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) has been submitted as part of the Development Consent Order (DCO) application. This document sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The Outline PRoW Management Plan (document reference 7.6) currently proposes parts of some footpaths to be permanently stopped up i.e. footpaths Little Bromley 7 and Little Bromley 15. The permanent stopping up only relates to the short section at the end of	X			

		the PRoW where it will tie into the widened carriageway. As such it is just shortening the PRoW to meet the widened highway. While other footpaths will be stopped up with permanent diversions in place i.e. footpaths Little Bromley 13 and Little Bromley 14, which will be subject to a very minor diversion to connect with provided perpendicular crossing facilities, ensuring visibility and user safety. Both these diversions will be subject to Road Safety Audits (this has been requested by Essex County Council). It is also worth also noting that footpaths Little Bromley 16 and 17 will be managed during construction and will therefore remain open, with appropriate safety measures in place. Also, Little Bromley 21 will not be affected by the Project. As a result, the magnitude of impact on the PRoWs is considered negligible and the overall effect has been classified as not significant.				
9-5.635	Criticism that Pylons JC9 and JC10 within the parish of Sproughton run parallel with a Public Right of Way (PRoW) which also has extending views across the countryside	National Grid has sought to reduce environmental impacts, as far as practicable, through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. This includes landscape and visual impacts and impacts and disruption to Public Rights of Way (PRoW) and cycle routes. The potential impacts and effects to PRoW and cycle routes from the Project during the construction and operation have been assessed as part of the Environmental Impact Assessment (EIA) and are presented in the Environmental Statement (ES), Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and ES Chapter 16: Traffic and Transport (document reference 6.16). Mitigation measures are identified within the Outline Public Rights of Way Management Plan (document reference 7.6)			X	

		Similarly, the impact of the pylons on views, including views from recreational receptors using PRoW and cycle routes, and views experienced by people moving, living and working within the Project's study area, are captured by the Landscape and Visual Impact Assessment (LVIA) which has also been undertaken as part of the EIA and presented in the ES Chapter 13: Landscape and Visual (document reference 6.13). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects (including those at Sproughton in Section C of the Study Area). It identifies areas for potential mitigation planting to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
9-5.636	Criticism of the visual impact of Pylons JC11 and JC013 (from the brow of Burstall Lane) which is otherwise an uninterrupted skyline towards Hintlesham, and criticism that these overhead lines run parallel with a Public Right of Way (PRoW)	National Grid has sought to reduce environmental impacts, as far as practicable, through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. This includes landscape and visual impacts, and impacts and disruptions to Public Rights of Way (PRoW) and cycle routes. The potential impacts and effects to on PRoW and cycle routes from the Project during the construction and operation have been assessed as part of the Environmental Impact Assessment (EIA). The impact of the pylons on views, including views from recreational receptors using PRoW and cycle routes, and views experienced by people moving, living and working within the Project's study area, are captured by the Landscape and Visual Impact Assessment (LVIA) which has also been undertaken as part of the EIA and presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential			X	

		landscape and visual effects (including those at Sproughton and near Burstall Lane in Section C of the Study Area). It identifies areas for potential mitigation planting to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
Requests						
9-5.637	Request that consultation is rearranged for Colchester Football Stadium (i.e. to avoid traffic congestion and challenges with parking)	The statutory consultation offered multiple ways for people from different demographics to get involved, including extensive online resources. Public information events were held at locations across the route in venues that were size appropriate, accessible and had availability for the length of time National Grid would need the space. The list of event venues and timings were shared with host local planning authorities ahead of statutory consultation. Access to and availability of public transport was one of a number of factors considered in venue choice. Three events were held until 7 pm, after traditional working hours. We also held six webinars for those who could not attend any of the in-person events as well as one youth webinar and two drop in events at the University of Essex and University of East Anglia. All events were signposted and had signage to the entrance which was placed as prominently as possible, while allowing for health and safety considerations.			X	
9-5.638	Concern about the use of underground cables at respondent's property (address provided by respondent) due to the topography of the area, the high pressure gas main, and proximity to Blackbrook stream / Request for a qualified National Grid engineer to visit the respondents	Underground cables have been selected for this area to reduce the visual impact on Dedham Vale National Landscape. National Grid are aware of the high-pressure gas main and the design for the underground cables would be in accordance with standards and in consultation with the asset owner. The crossing of Black			X	

		Brook has been carefully considered, and the Project has undertaken a Flood Risk Assessment (document reference 7.9) to ensure that any impacts on waterways are minimised where possible and mitigated when not. Should consent be granted for the Project, measures would be put in place by the contractor during construction to minimise impacts of the works.				
9-5.639	Request for information to understand if the deviation to the Project route either side of the A1124 is due to new housing, and whether new housing should instead not be agreed to in this location	There is new housing that already has planning consent and is being built to the southeast of the ancient woodland known as Fiddlers Wood which restricts routeing to the east of the woodland. There is no other housing proposal that is restricting routeing that National Grid is aware of, but we do note that alternatives to the east of Gallows Green are less preferred because it would result in much closer proximity to residential properties where there are reduced separations.			X	
9-5.640	Request for respondent to be kept up to date with construction timescales, request that the access routes are coordinated with the respondent (if access is needed), and request for clear communication regarding any potential disruptions and assurances that all activities will be conducted with minimal impact on respondent's property and operations	National Grid notes the respondent's feedback. Outline Code of Construction Practice Appendix E - Community Engagement and Public Information (document reference 7.2) sets out the communications channels and approach to community engagement during the construction of Norwich to Tilbury, should consent be obtained. A community relations team would be appointed to engage with local residents and provide dedicated community relations and external communications support. The Project website will be maintained and managed by the community relations team to continue to provide up to date information to stakeholders. The community relations team would work closely with the Main Works Contractors to ensure all information is up to date and communicated in a timely manner to interested parties, local communities and affected landowners. A dedicated team at Fisher German would manage engagement around land and property affected by the Project, including for when access may be required and will be contactable via a freephone telephone number (0808 175 3314), email			X	

		(Norwich-Tilbury@fishergerman.co.uk) and post (Norwich to Tilbury Lands Team at Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD).				
9-5.641	Request for National Grid to confirm why there are two legs around Stratford St Mary, and why it is necessary to do two sides of a triangle to get to a station in Ardleigh	A split in the Order Limits is necessary to ensure sufficient space is available for the installation of the necessary underground cables. The eastern corridor is constrained by a gas pipeline to one side and water body to the other and the western route by a Source Protection Zone for a water abstraction and the use of both corridors may well be necessary but is subject to conditions encountered during construction in the use of a trenchless installation technique. In terms of the siting of the East Anglia Connection Node (EACN) substation which provides a connection point for North Falls and Five Estuaries wind farms and the Tarchon project. National Grid has previously considered a number of alternative sites for the EACN substation during the initial siting work as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS). In response to feedback (as set out in the Design Development Reports published in 2023 and 2024 (available on the project website)) we also considered an alternative site to the west of the A12. The decision making about siting balances the environmental effects, technical consideration and cost arising from the substation and the connections to it for National Grid and the three customer's infrastructure. We have reviewed this again and as set out in the 2025 Design Development Report (document reference 5.15) continue to consider the EACN substation as proposed to be the preferred location on the basis that an alternative further west presents multiple aspects of uncertainty and construction risk, reduces future flexibility, increases risks to programme for the customers and National Grid with potential for substantial constraint costs if programme is delayed.			X	

9-5.642	Request for National Grid to confirm the style of Pylon TB58, and request for National Grid to confirm why this pylon has been moved	All pylons for the Project would be lattice pylons. TB58 has not been moved since the 2023 preferred draft alignment.			X	
9-5.643	Request for National Grid to purchase respondent's property due to significant impact the Project would have on their business	All affected landowners would be compensated on a fair and reasonable basis for any land and/or rights acquired, and any impacts on any retained property would be considered in line with the Compensation Code. If a member of the public has a concern or queries on how the Project may or may not impact their business, they should contact the Project Lands Team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.			X	
9-5.644	Request for National Grid to confirm how respondents property on Coggeshall Road, Kelvedon (address provided by respondent) is going to be affected by the Project / Request for National Grid to confirm the purpose of the draft order limits that overlap with respondents land, and request for National Grid to confirm there are no proposals to compulsory purchase any of the land within the red lines at the respondents property	There is the potential, based on induced currents from the 400 kV overhead line, that alternating current mitigation measures may need to be installed to the ferrous pipeline operated by Cadent G at Coggeshall Road. The scope and extent of such mitigation measures would be dependent on the final design arrangements of the Project which would continue to evolve within the parameters of confirmed Limits of Deviation. Factors including crossing angle and clearance height, length of parallelism, site specific soil resistivity etc combine to define the requirement for mitigation. The mitigation itself is typically achieved by the installation, alongside the ferrous pipeline (in an area which is likely to have been previously disturbed during construction), of additional earthing which extends away from the crossing point. Consultation between National Grid and the relevant utility providers is ongoing and will confirm the requirement for installed mitigation, based on the final Project design arrangements, which would			X	X

		be implemented by the relevant utility provider under their existing utility operation and maintenance provisions. The assets in question are within the public highway therefore would not impact the respondent's property. The Order Limits have been amended to remove the respondent's property from the Order Limits and as such no rights will be sought over their land.				
9-5.645	Request for National Grid to clarify what the constraint at the railway and road crossing is (near Ardleigh) / Criticism that the Project already crosses the railway line in two places (near Ardleigh)	There is a need to utilise trenchless crossing techniques to pass the cables under the railway to the east of Ardleigh. The road would be crossed using open cut techniques with traffic management to maintain access. Techniques such as Horizontal Directional Drilling (HDD) require more space than is available to allow for two connections to be made by underground cable. The use of other trenchless techniques (potentially including headhouses for ventilation) may reduce the space required to allow cables both ways but bring risks of unacceptability to Network Rail. Considering the potential effects of overhead line for one of the connections against the policy tests of National Policy Statement (NPS) EN-5, we do not consider a change to underground cable for both connections past Ardleigh to be justified given the additional cost.			X	
9-5.646	Request a full Environmental Impact Assessment (EIA) particularly focusing on groundwater and well water impacts, as well as a detailed traffic management plan that addresses the protection of the War Memorial (including the Heritage Hedgerow opposite) to ensure the proposed permanent access road in the centre of Little Bromley does not impact water supply, damage heritage, and cause unacceptable disruption to residents	The Development Consent Order (DCO) application is accompanied by an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations') and in consultation with the relevant local planning authorities and statutory environmental bodies. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects.	X			

		Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3) is included to support Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) of the ES which provides an assessment of the potential effects on groundwater from the Project and includes impacts on groundwater receptors such as water supplies. ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) was updated to include the newly listed war memorial (Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2)). The mitigation measures in the Outline Code of Construction Practice (CoCP) (document reference 7.2) would apply to the war memorial and historic hedge. During construction standard construction mitigation would be adopted as detailed in the Outline CoCP. Changes to the setting of the assets (both designated and non-designated) would be temporary and would be reversed once the construction phase is completed. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. During the operation phase there is no proposed mitigation.				
9-5.647	Request that National Grid investigate the long-term impact and anticipated changes to traffic behaviour based on the widening of Bentley Road	National Grid do not believe that the proposed widening on Bentley Road would lead to an increase in the long-term traffic. The short sections of selected widening where the road is narrow would only extend from the A120 up to the outer edge of Little Bromley, the roads north of the village would remain unchanged. None of the proposed mitigation works would lead to changing the classification of the C road to a B road and the B1035 would still remain the dominant connection route.	X			

9-5.648	Request for restrictions in the use of the roads in and around the area of Little Bromley and surrounding villages	Following comments received at consultation, including feedback from the local highway authority, National Grid has reviewed this proposed Primary Access Route. Our assessments have not identified a suitable alternative access route to this section of temporary haul road. As part of the pre-application process National Grid has engaged with the relevant authorities, and their highways teams and National Highways to understand and gain information on their local road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The Outline CTMP (document reference 7.3) provides details about the proposed construction access strategy that has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors, using a combination of more suitable Local Road Network connections from the Strategic Road Network, and temporary haul roads for access along the proposed alignment. The Transport Assessment (document reference 7.11) has not identified any requirements for restrictions in the use of the roads around Little Bromley, refer to Chapter 16: Traffic and Transport (document reference 6.16) of the Environmental Statement (ES). National Grid has worked with the local highway authorities and National Highways to develop our access proposals for the Project. Our assessments have included visibility and highway geometry. The proposed access arrangements in the vicinity of Little Bromley is for construction traffic not to pass through the village of Little Bromley and instead is proposed to be routed via a private access road between Bentley Road and Ardleigh Road. Proposals also include an off-carriageway cycleway/footway facility along Bentley Road for use during construction.	X			X

9-5.649	Request that the Perry Lane Haul Road should remain open as it comes off the public highway, rather than National Grid using the respondents land indefinitely to access the fields in Langford Hall Farm to the south and the woodland and other land to the north of the Blackbrook	The design proposals presented at statutory consultation did not propose a new direct access from the A12 in this location as this would not meet the National Highways criteria for an acceptable new direct access onto their Strategic Road Network and would be considered to represent a safety risk to a high speed road. National Grid has carefully developed the proposals for access for Perry Lane. Our suggested mitigation requirements at this stage are associated with the less frequent movements of cable drum vehicles, which are non-standard vehicles. In addition to being escorted, the anticipated mitigation works required at Perry Lane to allow for the movement of cable drums are limited to the temporary removal of a traffic island and traffic management. National Grid has explored opportunities to removing this access route from Perry Lane. However, an alternative is unavailable. Therefore, the Primary Access Route using Perry Lane is required to be maintained.			X	
9-5.650	Request clarification on the underground cables proposed close to St Mary's Church as well as the Cultural Heritage Assessments that National Grid have undertaken (e.g. will National Grid use horizontal directional drilling under the ancient woods, and will there be trenchless crossing)	Following feedback, National Grid has developed an alternative alignment that avoids the trenchless crossing below the woodland. National Grid has undertaken a detailed routeing and siting exercise to limit, as far as practicable, the effect of the Project on heritage assets, including the Grade II listed St Mary’s Church (1223452). In response to statutory-consultation feedback and regular meetings of the Archaeology Working Group, the overhead alignment in this locality was refined and is now proposed for undergrounding. Placing this stretch underground removes the need for new lattice pylons in the immediate view of the church, thereby reducing visual change to its setting. The potential physical and setting impacts of the underground section were assessed in accordance with the methodology set out in ES Chapter 11: Historic	X		X	

		Environment (document ref 6.11) and the Historic Environment Baseline Report (Appendix 11.1, ref 6.11 A1). The assessment approach draws on established national guidance such as National Planning Policy Framework (NPPF), Historic England Good Practice Advice Note 3, and was developed through engagement with Historic England and the relevant Local Planning Authorities at scoping and subsequent thematic working-group meetings. Baseline data included HER records, historic mapping, LiDAR, targeted walk-over survey, geophysical survey and archaeological trial-trenching undertaken in the surrounding fields. Mitigation for archaeological remains potentially affected by cable-trench excavation would be secured through the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The assessment for St Mary's Church concludes that there would be a temporary minor adverse significance of effect during the construction phase and a neutral significance of effect during operation. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				
9-5.651	Request that access is maintained from Ardleigh Road to Hall Farm (location F on plan provided by respondent), requiring crossing points of the road if fenced or if the new road can be located on top of the existing track and the use shared	National Grid notes the respondent's feedback. We've avoided located proposed haul roads over existing PRoWs as this creates a safety conflict point between pedestrians and construction works. The contractor would be required to maintain access to the fields throughout construction rather than causing more disruption by creating new entrances in field boundaries. Any deviation from this strategy would be agreed with the landowner.			X	

9.5-652	Comment supportive of changes made to the Project made by National Grid so that underground cables are now being used to the south of Knowles Barn, as opposed to through respondent's paddocks and garden / Concern that if this change were to be reverted by National Grid, the respondent would be entitled to significant compensation	National Grid notes the respondent's feedback			X	
Substation						
9-5.653	Criticism that National Grid only show the East Anglia Connection Node (EACN) from their perspective and not the two other connection sites for the wind farms	National Grid has published and consulted on plans for the Project, including the proposed East Anglia Connection Node (EACN) substation. The wind farm connections, including the connection sites, do not form part of the Project.			X	
9-5.654	Suggest that the East Anglia Connection Node (EACN) is relocated further west (e.g. to allow the Project to adopt a more direct alignment) / Suggest that the East Anglia Connection Node (EACN) should be relocated on a more direct route, rather than the Project diverting to Ardleigh for the East Anglia Connection Node (EACN) / Criticism of "dog-leg" of the Project to Ardleigh / Little Bromley	National Grid has previously considered a number of alternative sites for the East Anglia Connection Node (EACN) substation during the initial siting work as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS). It was also considered in response to feedback as set out in the Design Development Reports published in 2023 and 2024 (available on the Project website) where we considered an alternative site to the west of the A12. The decision making about siting balances the environmental effects, technical consideration and cost arising from the substation and the connections to it for both National Grid and the North Falls and Five Estuaries wind farms and the Tarchon project. We have reviewed this again and as set out in the 2025 Design Development Report (document reference 5.15) continue to consider the EACN substation as proposed to be the preferred location on the basis that an alternative further west presents multiple aspects of uncertainty and construction risk, reduces future flexibility, increases risks to programme for the			X	

		customers and National Grid with potential for substantial constraint costs if programme is delayed.				
9-5.655	Suggest that the East Anglia Connection Node (EACN) is relocated from the east of Ardleigh to the west of Ardleigh (e.g. to remove the need to use underground cables between Langham and Ardleigh, and to avoid the need for a section of overhead line between Ardleigh and Great Horkesley, and to avoid the Project crossing the A12)	National Grid has previously considered a number of alternative sites for the East Anglia Connection Node (EACN) substation during the initial siting work as set out in the Corridor and Preliminary Routeing and Siting study (CPRSS) and in response to feedback as set out in the Design Development Reports published in 2023 and 2024 (available on the Project website) considered an alternative site to the west of the A12. No other suitable sites west of Ardleigh have been identified. The decision making about siting balances the environmental effects, technical consideration and cost arising from the substation and the connections to it for National Grid and the North Falls and Five Estuaries wind farms and the Tarchon project. We have reviewed this again and as set out in the 2025 Design Development Report (document reference 5.15) and consider the EACN substation, as proposed, to be the preferred location on the basis that an alternative further west presents multiple aspects of uncertainty and construction risk, reduces future flexibility, increases risks to programme for the customers and National Grid with potential for substantial constraint costs if programme is delayed.			X	
9-5.656	Criticism that the infrastructure requirements of moving power from the North Sea to the East Anglia Connection Node (EACN) Substation in Ardleigh is being treated as a completely different project to Norwich to Tilbury / Request from respondent to obtain a copy of the plans for this separate project	National Grid has published and consulted on plans for the Project, including the proposed East Anglia Connection Node (EACN) substation. The infrastructure requirements of connecting electricity from the North Sea to the proposed EACN substation form parts of different projects and do not form part of the Project. Details of the separate projects proposed to connect into the EACN substation can be found on their websites. These include proposals by Tarchon Energy (tarchonenergy.net), Five Estuaries Offshore Wind Farm			X	

		(fiveestuaries.co.uk), and North Falls Offshore Wind Farm (northfallsoffshore.com).				
Technology / Operations						
9-5.657	Concern about the impact of the Project on the existing Lawford Substation, including the following: - The impact (if any) on existing infrastructure of the Lawford substation following connection to the North Falls Windfarm (including the use of the existing overhead cabling between The Tendering Hall Estate and the Lawford substation that was configured to carry the power generated by the Gunfleet Windfarm) - The future load requirement of the area currently served by the existing 132 kV overhead lines from Bramford to the existing Lawford substation	No adverse impact stemming from the Project is anticipated to the existing infrastructure of the UK Power Network Lawford 132 kV substation or the 132 kV overhead lines terminating here. Any specific concerns around North Falls infrastructure should be directed to the North Falls project team. National Grid has collaborated closely with UK Power Network and the future load requirement of the area and its distribution network assets will not be adversely affected.			X	
Tourism						
9-5.658	Concern about impact of the Project on tourism	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the	X	X	X	

		Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
Visual Impact						
9-5.659	Concern about cumulative visual impact of the Project alongside existing overhead lines / concern about wirescape	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Networks to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA), presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (Document Reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in Chapter 13. The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects Assessment (document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.			X	

9-5.660	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect to customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient.	X	X	X	

		A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
9-5.661	Concern about wirescape / concentration of infrastructure at the southern boundary of the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	National Grid notes the feedback received and all feedback has been taken into consideration as part of the iterative design process. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA sets out the potential visual effects and identifies areas for potential mitigation planting to reduce visual impacts to local receptors, for example around the East Anglia Connection Node (EACN) substation. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). The Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals around the EACN and Great Horkesley CSE compounds. Section 85 of the Countryside and Rights of Way (CRoW) Act (2000) specifies relevant authorities must seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes (Areas of Outstanding Natural Beauty) when carrying out functions			X	

		in relation to or affecting land within a National Landscape or its setting. National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way 2000) (document reference 5.10) sets out the current status of National Grid's consideration of its duty as a relevant authority, in relation to the Project, to seek to further the purpose of the National Landscape. The approach taken has been discussed with relevant stakeholders and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes'.				
9-5.662	Concern about the visual impact of Pylons JC27 to JC29 (e.g. on Chattisham, Raydon, Wenham Grange and Brimlin Wood)	National Grid has sought to reduce, as far as practicable, impacts on the environment/countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work. The concerns raised relate to pylons JC27 to JC29 north of Little Wenham and south of Chattisham. Here, the alignment crosses a rural plateau landscape comprising arable farmland with blocks of woodland and scattered individual properties, such as those at Wenham Grange and Birch House Farm. It is unclear from the feedback what a preferred solution might be, other than not to have the alignment pass through this area. Paragraphs 5.4.105 - 5.4.114 of the April 2024 Design Development Report (available on the Project website) note that alternative alignments were			X	

	considered to the north, east and south, in addition to alternative locations for a Cable Sealing End (CSE) compound. The report summarises that 'Overall, it was concluded that a change of CSE compound location to the alternative site to the north of Wenham Grove but south of the disused railway is now preferred. This includes consequent adjustments to east and west overhead line and underground cable connections. The change reduces effects on the distant views from the National Landscape (previously Area of Outstanding Natural Beauty (AONB)), supports continued flight activity at Raydon Airfield as well as reducing effects on heritage assets. This reduction is considered to be required to be consistent with National Grids duties and relevant planning and heritage policies, with the Project representing the most economical way of achieving those aims locally.' Any shifts in the preferred alignment (north or south) would bring the alignment closer to nearby properties, potentially closer to the ancient woodland at Brimlin Wood in the north, or to the cluster of listed buildings at Little Wenham in the south. Routeing has sought to minimise effects on these where possible, including at the construction phase, by avoiding the highest areas of environmental value, such as ancient woodland. As such, this alignment remained preferred and was assessed as part of the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. This includes a Landscape and Visual Impact Assessment (LVIA), which includes an assessment of landscape and visual effects. The				

	approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes Guidelines for Landscape and Visual Impact (GLVIA3), as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). The methodology and approach have been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. Heritage Impact - National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project and has worked to minimise potential impacts on the historic environment, including listed buildings and conservation areas and their settings, landscape character and visual amenity through strategic routeing and siting measures. Comprehensive assessments, including site visits and extensive desk-based research, to thoroughly evaluate the setting of the heritage assets and understand their value have been conducted. It has been assessed that Wenham Grange will only experience a minor adverse significance of effect (not significant) during both the construction and operation phases of the Project. Where impacts to heritage assets, including listed buildings and conservation areas, are expected during the construction phase, standard construction mitigation as outlined in the Outline Code of Construction Practice (CoCP) (document reference 7.2) will be implemented. The results of this assessment are provided in the Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). Ongoing collaboration with Historic England and relevant planning authorities has ensured a comprehensive approach to heritage-related matters, incorporating suitable mitigation measures and techniques based on their input.				

9-5.663	Criticism that the respondent has repeated National Grid's fall view analysis, and found that this under-represents the visual impact as only a subset of pylons are considered, but nevertheless clearly demonstrated the inadequacy of National Grid's assessment clearly showing that the visual impact of Pylons TB1-TB34 extends far beyond and much more widely than that set out by National Grid, affecting a significant portion of the National Landscape	A Zone of Theoretical Visibility (ZTV) map has been generated and illustrated to inform and accompany the Landscape and Visual Impact Assessment (LVIA) which includes an assessment of landscape and visual effects. The LVIA is presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes Guidelines for Landscape and Visual Impact Assessment (GLVIA3), as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The methodology and approach have been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The methodology sets out the approach to the production of the ZTVs and visualisations which accompany the LVIA. An appraisal of the theoretical extent to which the Project would be visible has been informed by establishing a ZTV, using specific computer software designed to calculate the theoretical visibility of the above ground elements of the Project including pylons, Cable Sealing End (CSE) compounds and substations. The ZTV has been used as a starting point in the assessment to provide an indication of theoretical visibility and has been ground truthed in the field so that the assessment conclusions better represent the potential visibility of the Project. Woodland blocks have been modelled into the ZTVs, using the National Forest Inventory mapping dataset which have been assigned a height of 15 m. This is considered a conservative approach to represent the likely screening/filtering effects of mature woodland. However, the ZTVs do not consider the additional screening and filtering effects of hedgerow and field trees, small copses or more recently planted trees,			X	

		woodland and hedgerows which are found in many places throughout the Study Area. The ZTVs also will not account for any proposed planting within Environmental Areas around CSE compounds, substations and substation extensions. The ZTV of the proposed 400 kV overhead line (numbers of pylons) shows numbers of structures theoretically visible (within 10 km in each direction). The ZTV has been prepared based on proposed pylon positions. The theoretical visibility of individual pylons has been limited to a maximum distance of 10 km because this is considered to be a reasonable and proportionate and worst case approach for ZTV modelling. In most instances pylons are likely to be barely perceptible beyond 5 km and therefore unlikely to give rise to significant effects. This is because at 5 km distance, when viewed at arm's length, a 50 m tall pylon would appear to be approximately 6 mm high in the landscape. This is known as the apparent height of the pylon. Hence, whilst the ZTV indicates relatively widespread theoretical visibility, the subsequent assessment been refined by additional survey work to establish likely levels of visibility that are less than those illustrated by the ZTV.				
9-5.664	Criticism that the siting of the Cable Sealing End (CSE) compound at the junction of the B1508 and Crabtree Lane necessitates multiple gantries and pylons in a small area near to the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)), and contrary to what is written in the 2023 Design Development Report is not sited within a valley (e.g. providing no significant screening for the National Landscape)	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the			X	

		natural beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA) which is provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, which includes consideration of the proposed Cable Sealing End (CSE) compound at the junction of the B1508 and Crabtree Lane. This also includes consideration of effects on Nationally Designated Landscapes. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13).				
9-5.665	Criticism that National Grid's conclusion that 'large skies' will be unimpacted is wrong due to proximity, and disagree that the Project will be screened due to trees (e.g. Crabtree Lane and Gladwins Farm are lower on the ridge and behind the Project)	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape's designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale			X	

		National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Landscape and visual site surveys and viewpoint photography have been carried out, including the area around Little Horkesley and Great Horkesley. These surveys have informed the design of the Project and the landscape and visual impact assessment (LVIA) which has been undertaken as part of the EIA. The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13) and is supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape and its special qualities. Appendix 13.5 is supported by Annex A: National Landscape Setting Study. The LVIA is supported by a viewpoint assessment from Crabtree Lane (Viewpoint 4.34, including a photomontage), and an assessment of effects in Visual Receptor Areas VRA D2 (Little Horkesley and Wormingford) and D3 (Great Horkesley and Horkesley Heath), which can be found in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Viewpoint locations are shown on Figure 13.7 Visual Receptors and Viewpoints (document reference 6.13.F7). Landscape effects are presented in Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2).				
9-5.666	Criticism that National Grid documents state an average 1 to 40 Pylons will be visible from either side of the Dedham Vale with some areas being impacted with 40 to 60 Pylons visible (e.g. shown on page 65->67 of Volume II figures Part 10 of 27,	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of			X	

	Figure 13.8.1 to 13.811) / Concern that this is an understatement as there are artificial cut-offs meaning the true value looking out of the National Landscape could be more and all pylons on the opposite side of the Dedham Vale have been excluded due to this artificial cutoff	overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the Natural Beauty of the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A landscape and visual impact assessment (LVIA) presented in ES Chapter 13: Landscape and Visual (document reference 6.13) is also supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape and its special qualities. The LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), as agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. This includes GLVIA3, the 2013 third edition of the 'Guidelines for Landscape and Visual Impact Assessment' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The methodology sets out the approach to the production of Zone of Theoretical Visibility (ZTV) mapping and visualisations which accompany the LVIA. The methodology also describes the LVIA study area and explains that more distant viewpoints up to 5 km from the Project have been considered where there is the potential for significant visual effects to arise beyond the 3 km study area buffer that has been applied to the proposed above ground infrastructure, for example				

	where there are particularly sensitive visual receptors and where topography allows more far-reaching views including long distance views from Dedham Vale National Landscape. The ZTVs have been used as a starting point in the assessment to provide an indication of theoretical visibility and have been ground truthed in the field so that the assessment conclusions better represent the potential visibility of the above ground elements of the Project including pylons, Cable Seal Ending (CSE) compounds and substations. Woodland blocks have been modelled into the ZTVs, using the National Forest Inventory mapping dataset which have been assigned a height of 15 m. This is considered a conservative approach to represent the likely screening/filtering effects of mature woodland. However, the ZTVs do not consider the additional screening and filtering effects of hedgerow and field trees, small copses or more recently planted trees, woodland and hedgerows which are found in many places throughout the study area. The ZTVs also will not account for any proposed planting within Environmental Areas around CSE compounds, substations and substation extensions. The ZTV of the Proposed 400 kV Overhead Line (Numbers of Pylons) shows numbers of structures theoretically visible (within 10 km in each direction). The ZTV has been prepared based on proposed pylon positions. The theoretical visibility of individual pylons has been limited to a maximum distance of 10 km because this is considered to be a reasonable and proportionate and absolute worst case approach for ZTV modelling. In most instances pylons are likely to be barely perceptible beyond 5 km. This is because at 5 km distance, when viewed at arm's length (when arm's length is defined as 61 cm), a 50 m tall pylon would appear to be approximately 6 mm high in the landscape. This is known as the apparent height of the pylon. At a				

		distance of 3 km a 50 m tall pylon would appear approximately 1 cm when measured at arm's length. Whilst the ZTV indicates relatively widespread theoretical visibility, the subsequent assessment been refined by additional survey work to establish likely levels of visibility that are less than those illustrated by the ZTV.				
9-5.667	Suggest that a viewpoint near Gosnalls Farm should be included in the Environmental Statement (ES) (south of viewpoint 3.20)	We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in Environmental Statement (ES) Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) Representative viewpoints have been used in places to inform the assessment, in this case VP3.20 Fenbridge Lane. Visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations. Site survey work and desk top analysis have also informed the assessment of effects near Gosnalls Farm. This work has developed a greater understanding of the influence of the landscape on views.		X		
9-5.668	Suggest that a viewpoint south of the cable Sealing End (CSE) compound should be included in the Environmental Statement (ES) (on the B1508)	The viewpoint VP4.27: B1508 Colchester Road, near Grave Lodge, is located to the south of the Great Horkesley (Tilbury Side) CSE compound. The viewpoint assessment includes a photomontage visualisation of the Project and the compound, and has informed the assessment of effects presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).		X		
9-5.669	Suggest that a viewpoint south of Fordham is essential in the Environmental Statement (ES) /	Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document		X		

	Criticism that it the noted safety implications are unclear	reference 6.13.A6) identifies all trees which have the potential to be affected by the Project (including those at TL 94729 29287). The AIA assesses the preliminary impact of the Project on those trees and recommends protection measures as are necessary to ensure the health of retained trees.				
9-5.670	Suggest that the Great Tey viewpoint is welcomed and should be included in the Environmental Statement (ES)	The viewpoint VP4.10: Moor Road, Great Tey, is located on the eastern edge of Great Tey. The viewpoint assessment includes a photomontage visualisation of the Project and has informed the assessment of effects presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).		X		
9-5.671	Suggest an additional viewpoint from the Essex Way would be a more suitable approach (than relocating viewpoint 4.22), and request that both viewpoints are included in the Environmental Statement (ES)	VP4.22: Public Right of Way (PRoW) between Great Tey and Little Tey, is located on a PRoW which runs east of East Gores Road, to the north of the settlement at East Gores. The nearest there are viewpoints located along the Essex Way in Section D in proximity to including VP4.32: Essex Way, west of Teybrook Farm and VP4.26: Essex Way, East Gores (View Direction 109). Both of these viewpoints include photomontage visualisations and have informed the assessment of effects presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).		X		
9-5.672	Suggest that an additional viewpoint from Marks Tey station is required due to frequent usage and elevated nature. Suggest this is included in the Environmental Statement (ES)	In the area around Marks Tey station, there are viewpoints at VP4.12: A120 Coggeshall Road, Marks Tey (photomontage viewpoint) and also near the station at VP4.33: North Road, east of Marks Tey Railway Station (baseline photograph viewpoint). Visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations. Site survey work and desk top analysis have also informed the assessment of effects near Marks Tey, developing a		X		

	greater understanding of the influence of the landscape on views.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Wildlife / Ecology Impact						
9-5.673	Concern about impact of the Project on flightpaths for birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment Report (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed.	X		X	
9-5.674	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment Report (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). accompanying the Development Consent Order (DCO) application.				
9-5.675	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023–2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-5.676	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023–2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-5.677	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.*" Beehives can become charged if directly under an overhead line because of the electric field it produces. For existing overhead lines, this can be eliminated by screening or earthing the hive, but for new overhead lines, embedded design measures and careful routeing will avoid any potential effects. There does not seem to be evidence of EMFs adversely affecting bees directly. In the United States of America, the strip of land along power lines has been shown to be particularly attractive to bees, with these areas being utilised by commercial bee farms. Additionally, National Grid has worked with			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived.				
9-5.678	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
9-5.679	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.				
9-5.680	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
9-5.681	Suggest ecological enhancements as part of the Project	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental and societal benefits. This would require delivery of offsite			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.				
9-5.682	Criticism that a thorough and full analysis of the ecology and environment in the Stour Valley has not been carried out (e.g. given the that the conclusions within the ecology reports which state that the valley is an unsuitable habitat for otters and other endangered species and therefore no further research has been done, but residents regularly see otters and have proof of their presence in the area)	National Grid undertook otter surveys in 2024, which included an updated assessment of the Stour. Otter surveys were primarily looking to identify habitat with potential for otter holts with the presence of otters well documented across the Stour Valley. The report is included as Appendix 8.13: Otter and Water Vole Report (document reference 6.8.A13) of the Environmental Statement (ES).	X		X	
9-5.683	Suggest that mature oak trees should not be cut down at Rivenhall for the Project	National Grid has considered the respondent's feedback and a slight change to the alignment to move it slightly south has been made leading to some effects on a consented solar farm but retaining a veteran tree by the roadside that is associated with a historic entrance to the Grade II* Rivenhall Place. Some effects to some trees are unavoidable (ranging from removal to limited canopy management) but are dependent on the outcome of movements within the Limits of Deviation and the final positioning of bellmouths and associated visibility splays.			X	X
9-5.684	Concern about the impact of the Project on Gallows Green, as a Registered Village Green and County Wildlife Site, given that the Draft Order Limits extend a significant part of the Green (including a pond)	While not formally designated as a County Wildlife Site (CWS) based on information obtained from the local records centre, it is noted that Gallows Green is considered a valuable green space for the village offering ecological value. Impacts on Gallows Green	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would be avoided where at all possible and any necessary mitigation implemented to ensure no long-term impacts.				
9-5.685	Suggest that the mature chestnut trees on the west side of Brook Road should not be removed for the haul road for the Project (e.g. removal may be required to improve visibility)	The Project aims to minimise impacts to trees including those that may be impacted for visibility splays. National Grid has completed an Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) which has been submitted with the application for development consent.	X		X	
9-5.686	Concern about the impact of the haul road and Draft Order Limits for the Project on Church House Wood (a Natural England Priority Habitat) and between Pylon TB059 and the Marks Tey to Sudbury Branch Line (e.g. as this may require the removal of two ancient oak trees)	The Draft Order Limits avoid Church House Wood and any recorded (Ancient Tree Inventory) or surveyed veteran trees in this area.	X		X	
9-5.687	Concern about trees and hedgerows with Tree Preservation Orders (TPOs) on Bentley Road (details of locations and trees provided by respondent)	Environmental Statement (ES) Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) highlights where the Project impacts on Tree Preservation Order (TPO) trees and includes mitigation measures.	X			
9-5.688	Concern about the impact of Pylon TB29 on rabbits	Although rabbits have no specific legislative protection, the presence of rabbits would be a consideration during construction in line with the Wild Mammals (Protection) Act 1996 and Animal Welfare Act 2006.			X	

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9-5.689	Concern about the impact of construction work and trenching for the Project around the Black Brook (e.g. how it may affect the flow of water and springs which feed into the reservoir, and potential impact on fish stocks and the viability for irrigation)	During construction, Black Brook would be over pumped to ensure that the water flows are maintained, minimising the effect on the reservoir and irrigation viability.			X	
9-5.690	Suggest that National Grid undertake a full two year survey of the Stour Valley and its ecology prior to full submission of the Development Consent Order (DCO) for the Project	A full suite of ecology surveys have been undertaken along the Stour Valley across the 2022-2024 survey period. This includes breeding bird and wintering bird surveys (see Environmental Statement (ES) Appendix 8.7: Breeding Bird Report (document reference 6.8.A7) and Appendix 8.8: Wintering Bird Report (document reference 6.8.A8 of the ES), the scope of which has been agreed with Natural England.	X			
9-5.691	Respondent has observed various bat species flying between two wooded areas either side of the Project near Chattisham / Request for National Grid to provide further information on surveys undertaken in this area, and mitigation for these bat colonies	A range of bat species surveys have been undertaken throughout the Project's proposed route. The results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.9 to 8.11 (document reference 6.8.A9 - 6.8.A11) of the Environmental Statement (ES). Appropriate mitigation will be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority as relevant.			X	
9-5.692	Concern that National Grid has underestimated the environmental value of the Langham Hall Estate in analysis for the Project to date (e.g. consultation information refers to the estate as low-grade	A detailed Agricultural Land Classification (ALC) survey has been conducted in the area where the Project intersects with the Langham Hall Estate. The ALC survey contributed to the assessment of the impact on			X	

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	farmland but does not mention the underlying Natural Capital value, the prospect of the emerging Ecosystem Services markets, critical interruptions to the drainage on the site and, overlaid on that, the unique business that operates there, which is, itself, built on the unique natural assets of the site)	agricultural land, specifically confirming the ALC grade, and soil resources. The assessment is presented in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES). Mitigation measures to protect soil resources and the natural capital of soils are presented within Appendix C: Soil Resource Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2). The assessment of businesses at the Langham Hall Estate (e.g. equestrian and simulated shoot, camping service) and respective mitigation measures are outlined in ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15).				
9-5.693	Concern about the impact of the Project on respondent's ability to enter schemes such as the England Woodland Creation Offer woodland scheme and Biodiversity Net Gain (BNG) provision (at farm near Pylons TB59, TB60 and TB61) due to issues with access and easements. Particularly, concern about the proposed access to the south of the level Crossing Gate House, and suggest that National Grid access the field from the bottom instead	National Grid would not generally expect the Project to affect the ability to enter environmental schemes. Some restrictions to prevent trees being grown under the alignment are necessary for safety reasons but we would expect flexibility in most schemes allowing open space or Biodiversity Net Gain (BNG) in the areas to be kept free of trees. Specific plans that the respondent feels are curtailed should discuss with the land agents being used.			X	
9-5.694	Concern that under the Water Environment Regulations 2017 (previously Water Framework Directive), the status of the Colne surface water catchment is (Downstream of Does Corner) is non-compliant failing the Environmental Flow Indicator	The potential for the Project to impact on the surface water hydrology of the Colne catchment has been assessed in Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (ES) (document reference 6.12) and would be safeguarded			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	(EFI) across the whole flow regime. The most important in this scenario is failure of the EFI at Q95, meaning there is a deficit required to meet the environmental needs of the ecology at the lowest most delicate flows, therefore any reduction in the natural seepage will further impact this stretch of river. It is these small margins which can make or break an area of natural beauty. Small in combination impacts are now being scrutinised in water regulation and construction practices should be held accountable for their part in impacting delicate ecosystems.	by several measures and controls to manage surface water runoff generated within the Order Limits and to protect existing land drainage routes and infrastructure. These measures are described in the Outline Code of Construction Practice (CoCP) (document reference 7.2).				
9-5.695	Suggest that assessment and justification of the removal of a significant amount of planting including the TPO'ed line of trees along the driveway, south of the road crossing TM 03394 33344 is needed	Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document reference 6.13.A6) identifies all trees which have the potential to be affected by the Project, assesses the preliminary impact of the Project on those trees, and recommends protection measures as are necessary to ensure the health of retained trees. Schedule 14 of the draft Development Consent Order (DCO) (document reference 3.1) highlights which TPO trees may be impacted by the Project.		X		
9-5.696	Suggest loss of trees south of Glebe House should be assessed and justified	Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document reference 6.13.A6) identifies all trees - including those south of Glebe House - which have the potential to be affected by the Project, assesses the preliminary impact		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of the Project on those trees, and recommends protection measures as are necessary to ensure the health of retained trees.				
9-5.697	Suggest that the block of trees at TM 03634 31823 and a larger block of trees along the A12 at TM 03495 31672 are assessed for their arboricultural quality and the larger block retained if one block must be felled to facilitate underground cables.	Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document reference 6.13.A6) identifies all trees which have the potential to be affected by the Project (including the block of trees located at TM 03634 31823 and a larger block of trees along the A12 at TM 03495 31672), assesses the preliminary impact of the Project on those trees, and recommends protection measures as are necessary to ensure the health of retained trees. The comment relating to retention of the larger block is noted.		X		
9-5.698	Suggest that the fine roadside Oaks at the road crossing at East View on Langham Lane TM 00663 30226 and domestic gardens that extend into a landscaped piece of domesticated woodland are surveyed and methodology provided to ensure the least amount of trees are removed or pruned heavily for line clearance	Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document reference 6.13.A6) identifies all trees which have the potential to be affected by the Project (including those at Langham Lane), provides a methodology to assess the preliminary impact of the Project on those trees, and recommends protection measures as are necessary to ensure the health of retained trees. Trees within domestic gardens have not been included within the arboricultural surveys as these will not be impacted by the Project.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.699	Suggest the isolated open grown field trees at TL 94729 29287 are assessed and if possible, retained	Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document reference 6.13.A6) identifies all trees which have the potential to be affected by the Project (including those at TL 94729 29287). The AIA assesses the preliminary impact of the Project on those trees and recommends protection measures as are necessary to ensure the health of retained trees.		X		
9-5.700	Suggest that the block of trees on the corner of the field boundary to the south of the field at TL 94687 29197 is assessed and retained where possible - they appear to be far enough from the alignment to be retained within a significant crown reduction	Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document reference 6.13.A6) identifies all trees –which have the potential to be affected by the Project (including those south of the field boundary at TL 94687 29197), assesses the preliminary impact of the Project on those trees, and recommends protection measures as are necessary to ensure the health of retained trees. The block of trees noted in the stakeholder's response have been assessed in the AIA and will be retained.		X		
9-5.701	Suggest that the alignment of 4/5 Oak trees west of Fossetts Lane at TL 93644 28280 are assessed and retained	Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document reference 6.13.A6) identifies all trees which have the potential to be affected by the Project (including those west of Fossetts Lane at TL 93644 28280), assesses the preliminary impact of the Project on those trees, and recommends protection measures as are necessary to ensure the health of retained trees. The trees noted in		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the stakeholder's response have been assessed in the AIA and will be retained.				
9-5.702	Suggest that the prominent tree on the roadside furth along Fossetts Lane TL 93322 27971 is assessed	Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document reference 6.13.A6) identifies all trees - including those west of Fossetts Lane at TL 93644 28280 - which have the potential to be affected by the Project, assesses the preliminary impact of the Project on those trees, and recommends protection measures as are necessary to ensure the health of retained trees.		X		
9-5.703	Suggest that significant tree loss at TL 92647 27191 adjacent to the river is assessed and the most important trees retained if possible	Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document reference 6.13.A6) identifies all trees - including those at TL 92647 27191- which have the potential to be affected by the Project. The AIA assesses the preliminary impact of the Project on those trees, and recommends protection measures as are necessary to ensure the health of retained trees.		X		
9-5.704	Suggest that the tree block at TL 92497 26890 is assessed	Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document reference 6.13.A6) identifies all trees - including those at TL 92497 26890 - which have the potential to be affected by the Project, assesses the preliminary impact of the Project on those trees, and recommends protection measures as are necessary to ensure the health of retained trees.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.705	Suggest block of trees on Green Lane at TL 92027 26139 are assessed before being removed	Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document reference 6.13.A6) identifies all trees - including those on Green Lane - which have the potential to be affected by the Project, assesses the preliminary impact of the Project on those trees, and recommends protection measures as are necessary to ensure the health of retained trees. Protected species protection measures, including measures for nesting birds, ahead of vegetation clearance have been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). These measures will ensure no protected species are present within a tree at the point of removal.		X		
9-5.706	Suggest veteran trees close to pylon TB060 at TL 90829 24757 and pylon TB65 at TL 89264 24194 should be retained if possible	Veteran trees close to pylon TB60 and TB65 have been considered and impacts detailed within the Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). This will be further developed during detailed design.		X		
9-5.707	Suggest veteran trees close to the alignment southwest of 90829 24757 are assessed and retained - note that they appear to be within the order limits but likely to be retained	Veteran trees close to the alignment southwest of 90829 24757 have been considered and impacts detailed within the Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). This will be further developed during detailed design.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-5.708	Suggest the triangle of tree lined roads on Salmons Lane at TL 88282 23777 are assessed and only pruned for clearance where needed	Appendix 13.6: Arboricultural Impact Assessment (AIA) of the Environmental Statement (ES) (document reference 6.13.A6) identifies all trees - including those on Salmons Lane - which have the potential to be affected by the Project, assesses the preliminary impact of the Project on those trees, and recommends protection measures as are necessary to ensure the health of retained trees.		X		
9-5.709	Suggest that the three trees that line the drive to Langham Hall (and appear to be outside of the order limits) should be protected and retained during construction	Environmental Statement (ES) Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6), Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and Outline Code of Construction Practice (CoCP) (document reference 7.2) contain details for mitigation and tree protection measures. An Arboricultural Method Statement detailing tree protection will be developed during detailed design.		X		
9-5.710	Suggest the large Oak tree in the hedge line west of the new access point and new left turn bell-mouth on Perry Lane, Langham TM03028 31876 is retained even if it projects slightly into the vehicular visibility spay as it is important to the scene and wider landscape	The impact to trees is assessed within Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6) of the Environmental Statement (ES), further details relating to alterations to visibility splays will be considered during consultation and detailed design.		X		
9-5.711	Suggest that the veteran tree to the west of TM 02924 32478, appears to be just outside of the order limits, is retained	Trees outside of the order limits (including the tree west of TM0292432478) will be retained with protection		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		measures detailed within an Arboricultural Method Statement following detailed design.				
9-5.712	Suggest tree/hedge lined section of School Road TL 96967 30687 outside of the order limits will be retained	Trees and hedgerows outside of the Order Limits will be retained.		X		

Braintree feedback

Braintree feedback (Statutory Consultation)

Table 9-6 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
9-6.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-6.2	Concern that the Project will have a negative impact on agricultural livestock (e.g. type of livestock)	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.*"			X	
9-6.3	Suggest that haul road, construction infrastructure and permanent infrastructure for the Project (near Fairstead Hall Road) is designed to minimise impact on agriculture, and request that National Grid present each temporary and permanent	Routeing of access roads must balance costs with effects on attributes such as agricultural activity, ecology and heritage interests. In this location National Grid has made some changes to the route of some construction access roads to reduce effects on agricultural activity in			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	infrastructure that is proposed on respondent's land (address provided by respondent)	response to the feedback where this does not involve excessive cost from longer routes. Details are shared with landowners though engagement to secure necessary land rights.				
Airfields						
9-6.4	Concern about the impact of the Project on West Horndon Airfield / Suggestion that the Project is routed away from West Horndon Airfield	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Barnards Farm airstrip located in West Horndon. Following discussion and further assessment, it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).	X	X		
9-6.5	Concern about the impact of the Project on Earls Colne Airfield / Suggestion that the Project is routed away from Earls Colne Airfield	National Grid has appointed an independent aviation consultancy. Following further assessment, it has been determined that Earls Colne Airfield is located approximately 5 km from the Project and its operations will not therefore be impacted. We will continue to engage with nearby airfields as appropriate.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
Community / Social Impact						
9-6.6	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-6.7	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered during the construction phase to reduce, where practicable, disruption to education establishments. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The assessment concludes that there would be no significant effects on education facilities within the study area as a result of the construction and operation of the Project.				
9-6.8	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on leisure and tourism. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include: traffic management, signage and	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
9-6.9	Concern about over development of area / other works in the area	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The cumulative effects assessment has considered the effects of the Project in conjunction with other existing and, or approved developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. The cumulative assessment has been undertaken in accordance with the overarching NPS for Energy (EN-1) Paragraph 4.1.5 in EN-1 states: '*In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce,*	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		mitigate or compensate for any adverse impacts, following the mitigation hierarchy'. Paragraph 4.2.12 in EN-1 states: '*The cumulative impacts of multiple developments with residual impacts should also be considered.*' Paragraph 4.3.3 in EN-1 states: '*The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects*'. Paragraph 4.3.19 of EN-1 states: '*The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place*'. Paragraph 4.4.5 in EN-1 states: '*The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate*'. The long list and short list of other existing				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and, or approved developments considered for the Cumulative Effects Assessment is presented in ES Appendix 17.2: Long List and Short List of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in ES Chapter 17: Cumulative Effects (document reference 6.17). The detailed assessment of shortlisted other developments is presented in ES Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3). Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3) outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economics, recreation and tourism impacts).				
9-6.10	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision-making process. We will continue to review planning applications and engage with developers as necessary.				
9-6.11	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. An Environmental Impact Assessment (EIA) has been undertaken and is presented in the Environmental Statement which identifies any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.				
9-6.12	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.*" Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.			X	
9-6.13	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) and ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) consider the potential impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from ES Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures will be in place to reduce impacts. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures is presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.				
9-6.14	Criticism that National Grid included the entirety of Park Road plus a wide swathe of the private woodland belt on the western side of the road opposite Waterfall Cottages within the red line of the application, and that when asked at the Witham consultation event why that was, National Grid said they think it is to allow for protection of the water pipe from induced currents / Criticism that National	There is the potential, based on induced currents from the 400 kV overhead line, that alternating current mitigation measures may need to be installed to the ferrous pipeline operated by Northumbrian Water at Park Road. The scope and extent of such mitigation measures would be dependent on the final design arrangements of the Project which would continue to evolve within the parameters of confirmed Limits of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Grid prioritise protecting a metal pipe in the road instead of properties or residents affected by Electromagnetic Field (EMF) radiation	Deviation. Factors including crossing angle and clearance height, length of parallelism, site specific soil resistivity etc combine to define the requirement for mitigation. The mitigation itself is typically achieved by the installation, alongside the ferrous pipeline (in an area which is likely to have been previously disturbed during construction), of additional earthing which extends away from the crossing point. Consultation between National Grid and the relevant utility provider would confirm the requirement for installed mitigation, based on the final 400 kV design arrangements, which would be implemented by the relevant utility provider under their existing utility operation and maintenance provisions. This impact is unique to this type of asset (ferrous pipelines), the Project would be fully compliant with the UK Government policies on Electric Magnetic Fields (EMF). Specifically, all the EMF produced would be below the relevant exposure limits to meet National Policy Statement (NPS) EN-5 compliance and state, '*EMF effects are minimal*' and therefore, there would be no significant EMF effects resulting from the Project. As part of our Development Consent Order (DCO) documentation the Electric and Magnetic Field Compliance Report (document reference 7.8) demonstrates this compliance.				
9-6.15	Criticism that Braintree is part of the Levelling Up project, yet is impacted by the Project / Request for National Grid to confirm the interaction between the	The Project is enabling the realisation of home-grown low carbon energy generation which will benefit UK consumers in the longer term. We monitor planning			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Project and Levelling Up, and to explain what they will do to compensate Braintree for devaluing the town	applications and the progress of sites through development and mineral planning processes and seek to respond where there may be potential interfaces. No conflict with sites within the plans have been identified. A possible conflict with a future minerals site has been identified but the retention of an extended Order Limit gives flexibility to reduce effects. National Grid invests in skills and supports its contractors to engage to the extent possible with local business. This may be through services to construction as well as engagement of local business directly in relevant aspects of the construction.				
9-6.16	Criticism that Pylon TB96, draft Order Limits and haul road for the Project are located too close to respondent's residence (given that Pylon TB96 is proposed only 125 metres from residence and the draft Order Limits are 30 metres from residence)	Neither UK law, National Policy Statements (NPS) nor the Holford Rules prescribe minimum distances between overhead lines and homes, nonetheless routeing seeks to reduce effects where possible by considering, for example positioning the alignment midway between properties or positioning properties mid span, all subject to the presence of other environmental features and constraints. In the absence of any specific request we do not consider the separation from residential properties to be inconsistent with policy. Any implications on landscape and visual receptors, residential amenity or from concerns about electric and magnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision-making process. We will continue to review planning applications and engage with developers.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The haul road in this location is on the northern side of the alignment with the property being on the southern side, we are unable to move the haul road further north as it needs to be located close to the alignment.				
9-6.17	Concern that National Grid have not considered creating social value outcomes in Greater Essex for the Project that relate to reducing geographical inequalities in education, skills, supply chain, employment, and climate action, and similarly concern that National Grid have not considered creating a package of financial benefits for local communities in Greater Essex to support equity of engagement in the development consent process and that recognises the vital role that local communities have in hosting energy infrastructure in the national interest of securing cheaper, greener, and more secure electricity	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-6.18	Suggest that the private water supply and well for respondent's farm on Cressing Road that runs across field TL8018 7515 should be protected or relocated before construction of the Project commences	All underground services would be identified on site and documented within the site-specific Risk Assessments /Method Statements for all work delivery. A permit to dig process would control the mitigation required to ensure underground services are not impacted by the construction works. If avoidance of the services cannot be maintained, then protection or relocation maybe required. Any damage to underground services or drainage systems would be rectified by the Principal Contractor on site. Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the project ahead of construction starting on site, please raise this at any meeting with the National Grid lands team who will keep a record and pass on any information.	X		X	
9-6.19	Concern about the impact of the Project on community transport and bus services in Terling and Fairstead (e.g. Braintree DigiGo bus service)	Chapter 16: Traffic and Transport of the Environmental Statement (document reference 6.16) assesses the impact on bus services along all Primary Access Routes (PARs). There are no expected temporary closures or diversions on the bus network as a result of the construction activities. However, there may be temporary traffic management on local roads such as at crossover	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		points. Temporary localised delay at junctions may also be expected over a short duration during peak construction activity. Traffic modelling has been undertaken on selected junctions connecting to or along the PARs as agreed with local highways authorities and National Highways. Findings can be found within the Transport Assessment (document reference 7.11) where it is identified whether the impact would be managed due to the temporary nature of the disruption, or through some form of mitigation at the junction. There are no PARs in the highway network of Fairstead and Terling and no increase of traffic as a result of construction activities is expected in those roads. Consequently, no delays to bus services operating in this area i.e. Braintree DigiGo are expected during the construction period. Short term temporary road closures associated with the open-cut cable swathe are expected on some of the roads, however these closures are expected to be for no more than four weeks and would be either managed or a Road Closure with a diversion. Other roads are expected to be managed through: Managed/ Road Open/ Single Lane Running/ Single Lane Running with widening. Minimal delay to bus services is therefore expected.				
9-6.20	Concern that the construction commencement year of 2027 would conflict with the A12 widening project and the Longfield Solar Farm installation	Longfield Solar Farm has commenced construction activities with panels scheduled to be installed from early 2026 over a two to three-year period. The Longfield Solar Farm has been considered further in the	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Cumulative Effects Assessment for the Project. The assessment is presented in Chapter 17: Cumulative Effects of the Environmental Statement (ES) (document reference 6.17) and ES Appendix 17.3: Inter-Project Cumulative Effects Assessment (document reference 6.17.A3) that has been submitted with the DCO application. As of June 2025, the A12 project has been cancelled and will no longer be constructed. This development is therefore not considered further in the Cumulative Effects Assessment for the Project.				
Construction impacts						
9-6.21	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).				
9-6.22	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (Document Reference 6.16) includes the assessment of the potential impacts of the Project	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the Development Consent Order (DCO) application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts.				
9-6.23	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic and vibration due to additional	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP) for high-risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP (document				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 7.2) sets out the required mitigation measures and environmental commitments that will be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				
9-6.24	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery (including damage in relation to this, e.g. to buildings)	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the Local Highway Authorities and National Highways. An AIL routing strategy containing details about these movements is submitted in support of the Development Consent Order (DCO) application.	X		X	
9-6.25	Concern that the Project between Pylons TB77 and TB88 appears to intersect with possible quarry sites	National Grid adopts a consistent approach to development sites and in the case of minerals sites			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	being considered within the Essex Minerals Local Plan Review 2025-2040 / Request for clarification from National Grid on how would these two conflicting proposals be resolved	considers those that are allocated in the current plan. In this case the site is being consulted upon for potential inclusion in a future plan so may be confirmed at some stage or may not. In these cases, we are taking forward widened Order Limits to allow for a modified alignment given that the sites inclusion may be confirmed in mid-2025. The 2025 Design Development Report (document reference 5.15) provides detail of the alternative alignment if included which includes an alignment similar to that presented in the 2023 non-statutory consultation which would reduce the interaction between the proposals.				
9-6.26	Concern that the Project is going to worsen flooding at the River Brain, near Faulkbourne	National Grid would secure measures to maintain existing hydrological function and drainage regimes on land within the Project boundary. These measures would be informed by the assessments detailed in Chapter 6: Agriculture and Soils (document reference 6.6) and Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) of the Environmental Statement (ES). A Flood Risk Assessment (FRA) (document reference 7.9) has also been prepared, and this demonstrates how flood risk would be managed and describe the measures that would be put in place to ensure no increase to flood risk, which is a key requirement of the National Policy Statement (NPS) for Energy Infrastructure.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-6.27	Criticism that the Project proposes to close two of three access roads during construction (near Fairstead)	The proposed approach for road closures and management is set out in paragraph 5.7.3 of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). It is anticipated that roads would only be closed where this is required for safe working. Temporary closures may be required for works including the construction of bellmouth junctions, highway mitigation, installation of buried cabling, and stringing of overhead lines/netting. If no suitable existing alternative access provision is available, a temporary alternative access would be provided.			X	
9-6.28	Concern about the potential for localised flooding as a result of the Project near pylon TB116	National Grid would secure measures to maintain existing hydrological function and drainage regimes on land within the Project boundary. These measures would be informed by the assessments detailed in Chapter 6: Agriculture and Soils (document reference 6.6) and Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) of the Environmental Statement (ES). A Flood Risk Assessment (FRA) (document reference 7.9) has also been prepared, and this demonstrates how flood risk would be managed and describe the measures that would be put in place to ensure no increase to flood risk, which is a key requirement of the National Policy Statement (NPS) for Energy Infrastructure.			X	
9-6.29	Criticism that it is unclear why the proposed Development Consent Order (DCO) application	The Order Limits include all land where there may need to be works to implement the Project. There is the	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	encloses all of Park Road and Church Road to as far as just south of Ford Farm, and approximately half of the entire area of the woodland belt along the western boundary of Rivenhall Place	potential, based on induced currents from the 400 kV overhead line, that alternating current mitigation measures may need to be installed to ferrous pipelines such as the pipeline operated by Essex and Suffolk Water at Park Road, Church Road and Rivenhall Place. The scope and extent of such mitigation measures would be dependent on the final design arrangements of the Project which would continue to evolve within the parameters of confirmed Limits of Deviation. Factors including crossing angle and clearance height, length of parallelism, site specific soil resistivity etc combine to define the requirement for mitigation. The mitigation itself is typically achieved by the installation, alongside the ferrous pipeline (in an area which is likely to have been previously disturbed during construction), of additional earthing which extends away from the crossing point. Consultation between National Grid and the relevant utility provider would confirm the requirement for installed mitigation, based on the final 400 kV design arrangements, which would be implemented by the relevant utility provider under their existing utility operation and maintenance provisions. There is also an 11 kV UK Power Networks (UKPN) wood pole that needs to be placed underground and diverted to facilitate the Project. Subject to the final utility operators design a section of this underground cable may be installed within the carriageway for Church Road and Park Road.				

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9-6.30	Criticism that Pylons TB100 and TB101 impact White Notley Football Club	National Grid has considered the respondent's feedback. At White Notley Football Club, we are avoiding locating a pylon on the football pitches and are looking at how related works – removing a lower voltage overhead line and access arrangements – can be planned to reduce any impact as much as possible. We do not envisage that the Football Club would be impacted by the Project beyond temporary works associated with construction.			X	
9-6.31	Concern about impact of the Project on the main Silver End to Rivenhall underground sewer at Pylon TB91 (e.g. due to impact on residents if the sewer is damaged)	There is the potential, based on induced currents from the 400 kV overhead line, that alternating current mitigation measures may need to be installed to the ferrous pipeline operated by Northumbrian Water at Park Road. The scope and extent of such mitigation measures will be dependent on the final design arrangements of the Project which will continue to evolve within the parameters of confirmed Limits of Deviation. Factors including crossing angle and clearance height, length of parallelism, site specific soil resistivity, etc. combine to define the requirement for mitigation. The mitigation itself is typically achieved by the installation, alongside the ferrous pipeline (in an area which is likely to have been previously disturbed during construction), of additional earthing which extends away from the crossing point. Consultation between National Grid and the relevant utility provider will confirm the requirement for installed mitigation, based on the final 400 kV design arrangements, which will be implemented by the relevant			X	

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		utility provider under their existing utility operation and maintenance provisions. In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners. If we interrupt or accidentally damage any water supplies or other services in the land, we will repair the damage and/or provide an adequate alternative as soon as reasonably practicable.				
9-6.32	Under no circumstances should the respondent's irrigation and drainage systems be disrupted (plan provided by respondent), as this would result in significant losses for the farm. If the Project will interfere with this infrastructure, National Grid must first implement measures to protect it or establish new infrastructure to ensure irrigation and drainage continue as usual during the construction. Please note, the integrity of the reservoir walls must not be compromised by any construction activities. If National Grid damage the respondent's irrigation, the respondent would expect not only the repair but compensation for loss of crop wherever it was affected by damage. They would also expect recompense where the natural rhythm of farming for blackcurrants was interrupted, taking out of older plantation followed by replanting two years later and then cropping three years after that	National Grid will work with the respondent to take every precaution to try and avoid damage to existing irrigation and drainage infrastructure during construction. Where this is unavoidable, temporary measures or compensation would be agreed. National Grid's Land Rights Strategy sets out compensation payments that would be made to landowners. The document and the payment schedules contained within, were reviewed, and updated in early 2024. A copy of this document is available on the Project website.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-6.33	Concern regarding potential biosecurity risks associated with the Project being in close proximity to the respondent's site / The respondent's site must remain secure at all times, with the failure to do so receiving a strong non-conformance, which has a financial penalty. National Grid's access requirement would break the rules set out by the Environment Agency and Red Tractor that the site must adhere to	National Grid would take such reasonable biosecurity precautions as may be necessary to avoid the spreading of pests and diseases having regard to the recommendations and guidance as prescribed by the appropriate agricultural government department. Details of which have been included within the Outline Code of Construction practice (CoCP) (document reference 7.2). National Grid would also seek to agree reasonable precautions against the spreading of pests and diseases with any landowner or occupier prior to entry onto any land or property.			X	
9-6.34	Concern that the Project includes areas of the respondent's site, which are restricted areas for health and safety reasons	National Grid would fence out the construction working width to protect members of the public, landowners, and livestock. Temporary construction compounds, including offices, are secured to protect the public and prevent unauthorised entry to site. Access to temporary construction compounds would be limited to specific entry points and personnel entries/exits would be recorded and monitored for both security and health and safety purposes. National Grid would also look to work with landowners in understanding the operations on the site and agree appropriate management of any health and safety concerns bespoke to individual land parcels.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-6.35	Concern that due to the siting of the incoming water main and its proximity to the proposed works as part of the Project, there may be disruption to the respondents water supply / Concern that whilst the respondent has the required 24 hour supply, any major disruption past this period would become a serious welfare issue and the respondent would have to inform the relevant authorities of this	National Grid works and consults with all third-party statutory utility owners as well as the local water companies. Where required, appropriate mitigations have been agreed in order to negotiate such existing infrastructure. Locating existing water supplies is important to us; you may have knowledge of private water supply locations which we would be grateful if you could share with us. Having this information allows us to reduce the effects of our Project and carry out reinstatement works. If we interrupt or accidentally damage any water supplies or other services in the land, we would repair the damage and/or provide an adequate alternative as soon as reasonably practicable. If there appears to be any possibility of disturbance of private water supplies such as wells or springs, we would arrange, and meet the cost of sample analysis to determine quality. The data, i.e. the levels in wells and flows from springs, will be recorded and agreed before the works commence.			X	
9-6.36	Concern about impact of the Project on water mains supply and drainage at respondent's farm near Pylons TB66, TB67, TB68 and TB69 / Requests related to these issues, including the following: - The water mains pipe that runs along the eastern side of the paddock, with two pipes going off this to the east (plan provided by respondent), as	All underground services would be identified on site and documented within the site-specific Risk Assessments/ Method Statements for all work delivery, including haul roads. A permit to dig process would control the mitigation required to ensure underground services are not impacted by the construction works. Any damage to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	consistent water supply to the farm is required for the unit rearing broiler chicken (approx. 150,000 birds), and request for confirmation of how National Grid will protect these pipes against damage during and after the construction of the pylons and haul road (e.g. through earth movement); - Surface Water from the farm drains down the ditch beside the "concrete road" (farm access road between Upp Hall Farm and corner of Salmons Lane / East Gores Road), passes under the road in a pipe and empties through a field drain into Russells; - There are adjacent soakaways from domestic properties on the Salmons Lane / East Gores Road corner which empty into a field drain into Russells that should be considered; - The impact of construction of the haul road and zone for permanent assets on field drainage systems, which consist of clay pipes, and request that National Grid address and mitigate damage caused by haul road excavation and traffic pressure on underlying soil, vehicles moving off the haul road and onto the pylon base sites, filling in / piping of ditches, and burying of existing overhead electric cables around the farm site; - Request for information on the reinstatement of piped ditches	underground services or drainage systems would be rectified by the Principal Contractor on site. Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the Project ahead of construction starting on site, please raise this at any meeting with the National Grid Lands team who will keep a record and pass on any information.				
9-6.37	Concern that the current map shows the haul road running through a LPG tank site and encroaching	National Grid notes the respondent's feedback. The alignment and haul road have been amended at this			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	into the bio secure area surrounding the broiler chicken unit (tenanted by S Kelly Farms Ltd) / Request this is addressed.	location to ensure it does not run through the LPG tank site. National Grid would take such reasonable biosecurity precautions as may be necessary to avoid the spreading of pests and diseases having regard to the recommendations and guidance as prescribed by the appropriate agricultural government department. Details of which have been included within the Outline Code of Construction practice (CoCP) (document reference 7.2). National Grid would also seek to agree reasonable precautions against the spreading of pests and diseases with any landowner or occupier prior to entry onto any land or property. National Grid would fence out the construction working width to protect members of the public, landowners, and livestock. Temporary construction compounds, including offices, are secured to protect the public and prevent unauthorised entry to site. Access to temporary construction compounds would be limited to specific entry points and personnel entries/exits would be recorded and monitored for both security and health and safety purposes. National Grid would also look to work with landowners in understanding the operations on the site and agree appropriate management of any health and safety concerns bespoke to individual land parcels.				

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9-6.38	Concern that an increase in noise generated by construction activities will exceed those of safe levels / Criticism that it is not reasonable to propose a 7-day working week and the possibility of working overnight	National Grid notes the respondent's feedback. Chapter 4: Project Description of the Environmental Statement (ES) (document reference 6.4) provides details of the construction working hours. It is assumed that the core working hours for construction would be: • Mondays to Fridays: 07:00 –19:00 • Saturdays, Sundays, and Bank Holidays: 07:00 –17:00. The core working hours exclude start up and close down activities, which can take place up to one hour either side of the core working hours. There is no intention for night working on the Project as standard. However, there would be occasions where night working is required – these are detailed in ES Chapter 4: Project Description (document reference 6.4). There is also the potential for the trenchless crossings to be undertaken at night as parts of the trenchless crossing operations require continuous working to achieve completion of the crossings as once started operations cannot safely stop. Some road works may also need to be undertaken at night to reduce effects on local traffic. A Construction Noise and Vibration Impact Assessment has been undertaken and is reported in Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and			X	

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		increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration.				
Consultation						
9-6.39	Comment supportive of engagement that has taken place / feel listened to	National Grid notes the respondent's feedback.			X	
9-6.40	Comment supportive of the Project in this section	National Grid notes the respondent's feedback.			X	
9-6.41	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	X		X	
9-6.42	Criticism that there were not many consultation events in close proximity to the parish of Kelvedon, and that these events were for only a short period during the day (e.g. the event hosted at Witham Town Hall was only from 11am to 4pm, preventing those who work from attending their closest venue)	National Grid held 14 events during statutory consultation at locations along the route, including several late and weekend events. We had to accommodate our events with availability of the local halls and capacity to fit enough people and materials. We also held six public webinars which were in the evening for those who could not attend one of the public	X			

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		information events, at these we shared all the same information and had members of the Project team available to answer questions. Throughout the statutory consultation we had a dedicated phoneline and email for people to get in touch with us if they had any questions.				
Design Change (CR)						
9-6.43	Oppose the use of underground cables	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the statutory consultation, targeted consultations and landowner consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that '*the government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may			X	

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		also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project has incorporated suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data.				
9-6.44	Suggest a minimum distance that the Project should be sited from residential areas / residences	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Appendix I22 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2022 and 2023 non-statutory consultations, statutory consultation targeted consultations and landowner consultation, we have modified the alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties or other receptors. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). This assesses			X	

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		the impact of the Project and identifies the need for additional mitigation if required.				
9-6.45	Suggest that existing overhead lines in this section should be removed	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.			X	
9-6.46	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances.			X	

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		The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with NPS EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.				
9-6.47	Suggest that the existing overhead lines in this section are reinforced / upgraded instead	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and			X	

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		substations would be required to accommodate the changing demands on the network.				
9-6.48	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia	X		X	

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		Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the Environmental Statement (ES). In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual amenity. The LVIA is presented in				

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		the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.				

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9-6.49	Suggest that the Project should run in closer to / parallel to the existing overhead lines	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the			X	

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		additional infrastructure required to be less compliant with our duties and relevant policies.				
9-6.50	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.				
9-6.51	Suggest that underground cables are used in populated / residential areas	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at all populated or residential areas in this section would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-6.52	Suggest that Pylons TB79 and TB80 are relocated (e.g. to avoid impacting residential properties)	National Grid has considered the respondent's feedback alongside other feedback in this area. Due to certain constraints in this area including a vineyard, the road crossing and residential properties on both sides, we are restricted on where we can move the alignment, therefore we are not proposing to change the location of TB79 (now TB81), but TB80 (now TB82) has moved further west from Coggeshall Road.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-6.53	Suggest that Pylon TB80 is rerouted to avoid being in close proximity to the B1024 (e.g. to avoid adding traffic to an already heavily trafficked route with existing safety issues)	National Grid has considered the respondent's feedback alongside other feedback in this area. Due to constraints in this area including a vineyard, the road crossing and residential properties on both sides, we are restricted on where we can move the alignment, however we are proposing to move TB80 (now TB82) further west from Coggeshall Road. It is not proposed for the B1024 to be used as a Primary Access Route for construction vehicles. The bell mouths proposed are a crossover point arrangement on the B1024 for vehicles travelling east – west on the temporary haul road to cross the public highway and continue travelling along the temporary haul road. No vehicles are proposed to turn left or right at the proposed bell mouth and access the B1024.		X	X	X
9-6.54	Suggest that the underground cables north of Fairstead are extended east to where the cable meets the A120 and west where the cable meets the A131	National Grid has carefully considered the feedback proposing to extend the use of underground cable at Fairstead, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. The underground cable proposed at Fairstead is required to cross under the existing 400 kV overhead line. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. No such designations are present at Fairstead nor is Fairstead within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether extending the use of underground cable was justified. Therefore, the starting presumption for the Project outside of the proposed underground cable section here is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in this location would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) (document reference 6.13) has been undertaken which assesses the level of effects from the Project. We do not consider that landscape and visual effects at Fairstead, are likely to be particularly significant; nor that there is a high potential for widespread and significant adverse landscape and/or visual impacts at this location. On this basis no change to the length of underground cable is proposed in this location. The LVIA is presented in the Environmental				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Statement (ES) and this has identified any need for additional mitigation.				
9-6.56	Suggest that Pylons TB101 and TB102 are relocated to mitigate impact on residential properties in close proximity (distances provided by respondent)	The alignment cannot move further south without oversailing football pitches. National Grid has previously modified the alignment at this location to avoid such oversail and in doing so did not reduce the separation from the properties to the alignment. The specific pylons are at 150 m distance from residential properties. We do not consider this to be inconsistent with the Holford Rules Supplementary Notes in terms of effects on general amenity. For these reasons no change is proposed. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	
9-6.58	Criticism of the revised alignment of the Project in the Monk's Farm area / Suggest that Pylons TB83 and TB84 are moved east and south, returning them to their previous positions (e.g. to avoid sterilising more sand and gravel reserves than they were before)	National Grid adopts a consistent approach to development sites and in the case of minerals sites considers those that are allocated in the current plan and develop alignments to reduce effects. In this case the site is being consulted upon for potential inclusion in a future plan so may be confirmed at some stage or may not. In these cases, we are taking forward widened Order Limits to allow for a modified alignment given that the sites inclusion may be confirmed in mid-2025. Various homes, listed buildings and other proposed development as well as less direct routeing are the reasons for options bypassing to the south being less preferred. The 2025 Design Development Report (document reference 5.15) provides details of the			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		alternative alignment which includes an alignment similar to that presented in the 2023 non-statutory consultation.				
9-6.59	Suggest that the pylon on the B1024 between Feering / Coggeshall and Kelvedon is relocated to mitigate impact on residents	National Grid has considered the respondent's feedback and made a change to pylon TB80 (TB82) to move it as far from the B1024 as possible along the alignment without the need to increase it in height.			X	X
9-6.60	Suggest that Pylons TB101 and TB102 are replaced by underground cables or relocated (e.g. to mitigate impact on farmland, residents, visual impact, and noise due to construction access)	National Grid notes the respondent's feedback. TB101 and TB102 (now TB103 and TB104) have been sited to minimise disruption to the football club as well as balancing effects to residential properties and woodland. Moving the alignment at this location would result in a longer and less direct alignment which would be less consistent with the Holford Rules, we are therefore not proposing a change to the location of these pylons. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at TB101 and TB102 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-6.61	Criticism of revised alignment of the Project at Pylons TB82, TB83 and TB84 due to this alignment sterilising significantly more mineral (sand and gravel) reserves / Suggest that National Grid revert to previous routing for Pylons TB82, TB83 and TB84 / Concern about the impact of the Project on mineral (sand and gravel) reserves at Pylon TB82 (e.g. oppose the change to the Project from the 2023 draft alignment at this location, as the pylon base will sterilise mineral reserves at a wider, deeper extent due to the requirement for support, preventing the removal of sand and gravel at depth), and suggest that the Project is routed away from the mineral extraction area (plan provided by respondent)	National Grid adopts a consistent approach to development sites and in the case of minerals sites considers those that are allocated in the current plan and develop alignments to reduce effects. In this case the site is being consulted upon for potential inclusion in a future plan so may be confirmed at some stage or may not. In these cases, we are taking forward widened Order Limits to allow for a modified alignment given that the sites inclusion may be confirmed in mid-2025. Various homes, listed buildings and other proposed development as well as less direct routeing are the reasons for options bypassing to the south being less preferred. The 2025 Design Development Report (document reference 5.15) provides detail of the alternative alignment which includes an alignment similar to that presented in the 2023 non-statutory consultation.			X	X
9-6.62	Suggest that the Project avoids mineral extraction areas (generally, no location given)	National Grid considers development proposals within the planning system (allocated in local plans, having a submitted screening / scoping request for Environmental Impact Assessment (EIA) or submitted applications) or as indicated by relevant local plan or mineral plan allocations. We have considered those developments known and are taking forward extended Order Limits to respond to scenarios with the site allocated and without the site allocated. It is also the case that mineral areas can be very extensive and avoidance require extensive diversions. On balance it is considered that attention to design around allocated or approved sites is reasonable			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		but with more speculative areas left to be considered when their status is more certain.				
9-6.63	Suggest the Project is rerouted to follow route provided by respondent which broadly follows the A12 whilst avoiding residential areas (map provided by respondent)	The alternative route suggested provides an alternative end to end connection. To the south of Bramford Substation, the response suggests following an existing 132 kV overhead line before following the A12 to the East Anglia Connection Node (EACN) substation and then from the EACN substation follows the A12 to Feering. South of Feering it diverts towards Rayleigh to follow the existing 400 kV overhead line from Rayleigh through to Tilbury. The response also proposes several sections to be installed as underground cable including within the A12 carriageway to facilitate road improvement. The route and technology suggestions are considered less preferred and not taken forward as part of the proposals on the basis of the following reasons. Parts of the proposed route coincides with corridor sections considered previously as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation. The reasons for these continuing to be less preferred are unchanged as no new evidence or factors are provided. They include, for example, the route south from Feering to Rayleigh which amongst other constraints has the potential for greater interface with the Special Protection Area (SPA) designations and qualifying features and as such is less preferred to the Project which is at much greater distance from the designated areas. It is noted			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		that some sections of the proposed route are relatively unconstrained however there are also some sections that are heavily constrained. For example, installing as underground cable as part of improving the A12 has been raised by other feedback but would lead to substantial disruption to traffic movement during construction as well as during maintenance given that a requirement for excavation to repair underground cables can be envisaged at some stage. As such the combination of proposed route alignment and technology is considered less preferred. The response also proposes the use of underground cables to reduce effects on residential amenity in various locations or to facilitate installation in tandem with potential road improvements. This is inconsistent with policy on the use of underground cables as set out in National Policy Statement (NPS) EN-5 (the presumption to start with the assumed use of overhead line as per paragraph 2.9.10) and is also inconsistent with National Grids duties under the Electricity Act 1989 (to be economic and efficient and undergrounding where not required by policy would be less economic.).				
9-6.64	Suggest that Pylon TB115 is replaced with stays or some other design feature (e.g. currently Pylons TB114 to TB116 appear to be too close together)	There is not currently an approved design, or design feature, that would allow for this pylon to be constructed with stays in the way requested. When locating pylons, a large number of variables have been considered, in discussion with subject matter experts such as landscape architects. It may be that a			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		closer spacing of pylons with each smaller in height may be preferred to a bigger spacing but taller pylon. Each span is different and it is not a set distance that is applied to all, but all spacings need to ensure that appropriate clearances are maintained in the design. Pylon spacing varies to respond to the presence of various constraints and landform, but greater span distance requires the use of taller pylons (by the addition of multiples of 3 m extensions to the standard lattice pylon). The standard lattice pylon (around 50 m height) achieves a typical span of around 350 m which is considered to provide an appropriate balance between the number and height of pylons and the different effects arising from these aspects.				
9-6.65	Criticism that the red line area in the Fairstead area appears to be wider in some parts and narrower in others, when the minimum amount of land should be used during construction / Suggest the red line area in Fairstead is updated to use the minimum amount of land	National Grid agrees that the minimum amount of land should be used for construction. The nominal width of the Order Limits for overhead line sections is 100 m. The Order Limits are expanded to account for construction of the two Cable Sealing End (CSE) compounds and underground cables and vegetation planting in the surrounding field. Also included are areas for underground drainage, possible roadside vegetation management, future access routes, and temporary construction overhead line stringing positions.			X	
9-6.66	Suggest the haul road running north of Pylons TB114 to TB116 should instead be routed to the south of Pylons TB114 to TB116 (e.g. where there is	National Grid notes the preference from certain landowners for haul roads to be situated along hedge lines where possible to reduce the impact on agricultural			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	appears to be adequate space, this would be on a field boundary, and would avoid significant temporary land take)	activities and reduce land take. We have assessed requests from landowners on an individual basis and have moved the haul road to the edges of fields where this can be achieved without undue diversion or introducing safety concerns. With regards to the haul road north of TB114 to TB116 (now TB116 to TB117), we have made a change to route the haul road to the south of the alignment adjacent to the woodland.				
9-6.67	Suggest that Pylons TB114 and TB116 should be relocated to be sited as close to the field boundary as possible to avoid unnecessary crop loss	National Grid notes the preference from certain landowners for pylons to be situated close to hedge lines where possible to reduce the impact on agricultural activities and reduce land take. We have assessed requests from landowners on an individual basis and have moved pylons to the edges of fields where this can be achieved. We have reviewed the pylons TB114-TB116 (now TB116 to TB117/TB118) and TB114 and TB115 remain along the field boundary as far as practicable. TB116 cannot be placed on a field boundary due to required span lengths and the need to keep the alignment as straight as possible to be consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. We are also unable to position pylons close to the southern edge of the field due to the need to maintain adequate distance to Hallhook Row Ancient Woodland.			X	
9-6.68	Suggest that the haul road immediately south of Pylon TB117 instead runs to the north of Pylon	National Grid notes the preference from certain landowners for haul roads to be situated along hedge			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	TB117 (e.g. leaving the end of the affected field undisturbed) / Alternatively, if the haul road is to be left in its current location, suggest that it runs around the field edge rather than across a corner which will stop agricultural use of what will become an extremely small field corner	lines where possible to reduce the impact on agricultural activities and reduce land take. We have assessed requests from landowners on an individual basis and have moved the haul road to the edges of fields where this can be achieved without undue diversion or introducing safety concerns. National Grid has reviewed the haul road in this location and is proposing a change to the haul road to the south of TB117 (now TB118/TB119) to be aligned closer to the field boundary.				
9-6.69	Suggest that Pylon TB77 is relocated away from Threadkells, Old Mill Lane Feering, Feeringbury Barn, Littlebury and Feeringbury Lodge to south of Old Mill Lane to mitigate impact on views and landscape (plan provided by respondent)	National Grid has considered feedback requesting for pylon TB77 (as in between TB76 and TB81) to move away from certain properties to reduce visual impacts. We have made a change to the alignment between TB75 and TB79 (now TB76 and TB81) which moves TB77 to the south-east of Threadkells.			X	X
9-6.70	Suggest that Pylons TB201 and TB202 should be relocated away from residences, and / or that cable ploughing should be used for the Project instead (e.g. as this will allow 5-6 times more power to be transmitted; as these are cheaper; to mitigate impact on environment and landscape)	National Grid has considered feedback requesting that TB201 and TB202 (now TB204 and TB205) be located further away from residences. We have assessed multiple alternatives in this location and due to constraints such as ancient woodland, an existing sewerage treatment works, railway and road crossing and proposed development, we are not proposing a change to the alignment in this area. The maximum voltage for underground cables that can be laid using cable ploughing is 132 kV, and the underground cable size required for this Project is 400 kV, National Grid will continue to monitor advances in			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		technology innovations and exact methodologies may vary within the limits of the Development Consent Order (DCO). We are not proposing to utilise this method for installation of underground cables from Norwich to Tilbury at present.				
9-6.71	Suggest that the two terminal pylons and a ground station east of Fairstead Road (proposed to facilitate the crossing of an existing overhead line) are moved to either side of the road, or underground cables are used at this location instead	The requested change was consulted on as part of the 2023 non-statutory consultation with the western cable sealing end compound (CSEC) positioned to the west of the road and a more extended length of underground cable used between the eastern and western CSECs. In response to feedback a change was made to reduce various effects as set out in the 2024 Design Development Report. We consider this design, consulted upon as part of the statutory consultation to be preferred and no change is proposed. In more general terms the location is neither designated, within the setting of such a designated area nor experiences a level of effect that requires the use of underground cables more extensively as defined in National Policy Statement (NPS) EN-5 and EN-1.			X	
9-6.73	Concern that the Project will result in the permanent sterilisation of viable/winnable sand and gravel reserves (e.g. given that pylon bases would require support) near Monk's Farm, Pantling's Lane, Coggeshall Road, and suggest that the Project is rerouted to avoid the sand and gravel reserves	National Grid adopts a consistent approach to development sites and in the case of minerals sites considers those that are allocated in the current plan. In this case the Bradwell Quarry Monk's Farm site is being consulted upon for potential inclusion in a future plan so may be confirmed at some stage or may not. In these cases we are taking forward widened Order Limits to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		allow for a modified alignment given that the sites inclusion may be confirmed in mid-2025. The 2025 Design Development Report (document reference 5.15) provides detail of the alternative alignment if included which includes an alignment similar to that presented in the 2023 non-statutory consultation which would reduce the interaction between the proposals.				
9-6.74	Suggest that underground cables are used for the Project at Pylons TB79 and TB80	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at TB79 and TB80 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-6.75	Suggest that T-pylons are used for the Project at Pylons TB79 and TB80	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T-pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see Appendix A of the 2024 Design Development				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T-pylons are not proposed for the Project.				
9-6.76	Suggest that underground cables are used for the Project between Pylons TB73 and TB75, to alleviate direct impacts to properties / Criticism that National Grid have not modelled and consulted on this already	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Pylons TB73 and TB75 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-6.77	Suggest the Project should be rerouted from Pylon TB71 where the route is proposed to divert south when running east to west, so that the Project is further away from heritage buildings in the area, particularly the Clock House, the Orangery and Felix Hall around Pylons TB83 and TB84 as well as on the woodland at the listed Porters Farm	The alignment must take account of many varied constraints, environmental features, listed buildings and residential properties. Deviating further to the north away from this location would increase conflict with existing and (if confirmed) allocated mineral extraction, and would either increase effects on woodland, lead to a less direct alignment with additional angles to avoid effects on various areas of woodland, or transfer effects to other homes and environmental features. These alternatives are considered less consistent with the Holford Rules			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and are therefore less preferred. A summary of the Holford Rules is provided within Appendix I22 of this report. The effects to the heritage buildings are not considered to be inconsistent with Holford Rules or relevant planning policy and is reported in the Environmental Statement (ES). No change is proposed.				
9-6.78	Suggest that Pylon TB121 is relocated away from residence (e.g. as it is proposed less than 100 m away at present)	TB121/TB122 (now TB123/TB124) are currently located approximately midway (noting the position of Fuller Street) between properties along Boreham Road / Cole Hill. For these reasons we are not proposing a change to the alignment at this location.			X	
9-6.79	Criticism that the Project will divide the hamlets of Fuller Street, Ranks Green, and Fairstead (Church End)	An existing overhead lattice line is already present between Fairstead and the other hamlets. Whilst a further overhead line is proposed it is proposed to replace part of the existing 132 kV overhead line by underground cable to reduce the concern raised. Landscape and visual effects are reported in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).			X	
9-6.80	Suggest that Pylon TB121 is relocated away from residence	TB121/TB122 (now TB123/TB124) are currently located approximately midway (noting the position of Fuller Street) between properties along Boreham Road / Cole Hill. For these reasons we are not proposing a change to the alignment at this location.			X	
9-6.81	Criticism of the revised alignment between Pylons TB111 and TB119 and associated haul road /	National Grid has considered feedback to revert back to the original alignment between TB111 to TB119 (now			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Suggest that previous alignment of these pylons should be reinstated to reduce the impact on communities, properties, trees, wildlife, and listed buildings	TB113 to TB121), however, the reasons for changing the alignment, as set out in the 2024 Design Development Report (available on the Project website), still stand and this is still the preferred route. We are however proposing a slight change to the alignment to move it further south between TB116 and TB119 (now TB117/118 and TB121) which goes some way to responding to this request.				
9-6.82	Concern about the removal of mature oak trees to facilitate the construction of Pylon TB116	National Grid notes the respondent's feedback, a change has been made between TB114 and TB116 (now TB116 and TB118) which reduces impacts to the oak trees mentioned. Mitigation for the loss of trees and hedgerows forms part of Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).			X	
9-6.83	Object to the use of a private road near Fairstead (location provided by respondent) as an access track for maintaining the pylons in future	National Grid notes the respondent's feedback. The access route proposed is for future maintenance if required and would not be used for construction. We are not proposing to construct anything for this permanent access route therefore existing tracks are being used where possible. Use of these access routes would be discussed with the landowner should this be required in the future.			X	
9-6.84	Criticism that the proposal to build a solar farm on the three fields to the south and the south west of Rivenhall Place was required during the planning process to exclude the field nearest to (and south of)	National Grid is unable to comment on the Novus Renewables Solar Farm planning application. Norwich to Tilbury is a Nationally Significant Infrastructure Project (NSIP). NSIPs are dealt with under the Planning Act	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Rivenhall Place owing to the importance of the heritage assets of the Grade II* building as well as the grounds / Criticism that Pylons TB92 and TB93 which are proposed on Rivenhall Place are each 50m high compared with the solar panels that were removed and were of relatively low height	2008. Instead of applying to a local authority for planning permission, NSIP developers apply to the Planning Inspectorate for a Development Consent Order (DCO). The Planning Inspectorate is responsible for operating the planning process which includes examining an application and writing a report with recommendations to the relevant Secretary of State who then makes a decision on whether or not to grant consent. Section 104 of the Planning Act 2008 states, amongst other matters, that applications must be decided in accordance with any relevant National Policy Statement (NPS), except where the Secretary of State is satisfied that the adverse impact of the proposed development would outweigh its benefits. In determining an application, the Planning Inspectorate will need to appraise the proposal against NPS (in this case EN-1 and EN-5). National Grid has submitted a Planning Statement (document reference 5.6) and Policy Compliance Document (document reference 5.7) with its DCO application. The Planning Statement and Policy Compliance Document sets out the planning policy context and assesses how the Project complies with National Policy.				
9-6.85	Suggest that the Project uses underground cables through Rivenhall parish (e.g. to mitigate the impact on heritage assets, permanent landscape impacts, operational noise from overhead lines, and flying routes of bats and birds, etc)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(in environmental impact terms), we do not consider the Project through Rivenhall parish would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-6.86	Suggest that the Pylon TB92 is relocated to the south of its current position such that the cable line comes 'straight on' from Pylon TB91 and then the turn to connect to Pylon TB93 is simply slightly further down the line (plan provided by respondent)	National Grid has considered feedback and has made a change to the alignment between TB91 to TB95 (now TB93 to TB97) which would move TB92 (now TB94) south of the previously proposed location.			X	X
9-6.87	Suggest that the Project does not turn to go north of Rivenhall Thicks Wood, but carries on to the south of it, to come out at the B1018 near the reservoir (e.g. to mitigate the visual impact at Cressing Temple and Rivenhall Church)	Whilst noting the benefits of such a change to certain heritage features, the change would increase effects at the Grade I Listed Faulkbourne Hall, Grade I Church of St Germanus and Grade II Listed Faulkbourne Hall Registered Park and Garden. It is also likely to be slightly longer, less direct and less consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. It is therefore less preferred, and no change is proposed.			X	
9-6.88	Suggest that the working width area from the corner of the Fairstead Road (heading north out of Fairstead) should be closer to the field edge to avoid unnecessary land take and loss of cropping area	National Grid has considered the feedback and notes that the working area within the Order Limits is not all subject to disturbance and some may just be oversailed by conductors. Working areas have been reduced as far as possible. Compensation is available to respond to the loss of cropped area which we seek to minimise within			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the constraints and guidance on routeing and the requirements to ensure successful build.				
9-6.89	Suggest that Pylon TB107 should be placed as close as possible to the field boundary to avoid unnecessary land take and loss of cropping area	National Grid notes the preference from certain landowners for pylons to be situated along field boundaries where possible to reduce the impact on agricultural activities and reduce land take. We have assessed requests from landowners on an individual basis and have therefore moved TB107 (now TB109) slightly further to the west to be as close to the field boundary as possible.			X	X
9-6.90	Pylon TB107 is relatively close to Pylon TB108 - whilst this may be due to the adjacent Cable Sealing End Compound (CSEC), Suggest that the design should be challenged to understand if Pylon TB107 can be replaced with stays or an alternative design feature	Pylon TB107 (now TB109) has been moved west, closer to the field boundary and has been shortened by 3 m. It is not possible to remove TB107 as the resulting span of conductors would be too close to the ground and would overload the remaining pylons. The span lengths in this section, TB105-TB110 (now TB107-TB112), have been optimised to use the fewest number of pylons possible while maintaining required ground clearances.			X	X
9-6.91	Criticism that the haul road south east of Pylon TB107 has a pronounced kink in it for no apparent reason / Suggest that this is looked into and if possible the road straightened	National Grid has reviewed the haul road in this location, the presence of hedgerow in this field influenced the design of the haul road, however we have straightened the haul road between TB106 and TB107 (now TB108 and TB109).			X	X
9-6.92	Suggest that the haul road south of Pylon TB107 is relocated to be closer to the field edge to avoid unnecessary land take and loss of cropping area	National Grid has reviewed the haul road in this location, we have straightened the haul road towards the field edge between TB106 and TB107 (now TB108 and			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		TB109) as much as possible without increasing impacts on vegetation.				
9-6.93	The red line area appears to be wider in some parts and narrower in others (around Pylon TB107) / Suggest that this is reviewed such that the minimum amount of land should be used during construction and therefore the red line area, with its various kinks should be designed with this in mind	National Grid agree that the minimum amount of land should be used for construction. The nominal width of the Order Limits for overhead line sections is 100 m. The Order Limits are expanded to account for construction of the two Cable Sealing End (CSE) compounds and underground cables and vegetation planting in the surrounding field. Also included are areas for underground drainage, possible roadside vegetation management, future access routes, and temporary construction overhead line stringing positions.			X	
9-6.94	Criticism that Pylons TB100 to TB105 will surround respondent's property / Concern about destruction of respondent's garden as part of it falls within the draft Order Limits	National Grid has considered the respondent's feedback, while we are not proposing a change to the alignment at this location (TB100 to TB105) due to alternatives being less consistent with the Holford Rules or having greater impacts, we can confirm that the respondent's property has been removed from the Order Limits. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	
9-6.95	Criticism that Pylons TB104 and TB105 will cross the Essex Way	An Outline Public Rights of Way Management Plan (document reference 7.6) has been submitted as part of the Development Consent Order (DCO) application. The Outline Public Rights of Way Management Plan (document reference 7.6) sets out management			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The impact on PRoW (including Essex Way) from the construction and operation of the Project are presented in the Environmental Statement (ES), Chapter 16: Traffic and Transport (document reference 6.16) and ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15).				
9-6.96	Suggest that the pylon route is moved closer to Witham, just beyond Faulkbourne Village, where the land is mostly open farmland	National Grid has considered the respondent's preference for an alignment closer to Witham. Alternative alignments closer to Witham would transfer effects to a greater number of properties and would also increase effects to a number of properties that would be closer to the alignment. Alternatives would also be longer and less direct and therefore less consistent with the Holford Rules. Therefore, we have not adopted an alternative alignment at this location. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	
9-6.97	Suggest that the Draft Order Limits (red line boundary) for the Project are amended so that they no longer fall within the boundary of respondent's property (near Boreham Road)	National Grid notes the respondent's feedback and has amended the Order Limits in this location to remove the respondent's property as requested.			X	X
9-6.98	Criticism of the siting of the Cable Sealing End (CSE) compounds in Braintree	The siting of the Cable Sealing End (CSE) compounds, to facilitate crossing of the existing 400 kV overhead line,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		has responded to the presence of constraints, residential properties and environmental features. It has also responded to feedback received at the non-statutory and statutory consultations. The proposed site benefits from some existing vegetation screening that can be reinforced, reduces effects on landowner activities and is economic by minimising the length of underground cable. In the absence of new information or other factors no change is proposed.				
9-6.99	The Project, particularly in relation to Pylons TB81, TB82, TB83, TB84 and TB85, passes through the wider Kings Dene development proposition, with Pylons TB83 and TB84 in particular currently located within areas proposed for residential development / The respondent welcomes an opportunity the discuss this further with National Grid to identify opportunities to accommodate the Project, but opposes the Project as current	National Grid adopts a consistent approach to development sites and considers those that are allocated in any existing plans or with planning approval. In some cases, sites are being consulted upon for potential inclusion in a future minerals plan so may be confirmed at some stage, or may not. In these cases, we are taking forward widened Order Limits to allow for a modified alignment given that there is an ongoing minerals plan consultation which may lead to inclusion and be confirmed in mid-2025. The 2025 Design Development Report (document reference 5.15) provides detail of the alternative alignment. The residential development mentioned by the respondent has no such status and no planning application has been made and has therefore not been considered as a factor in route development.			X	X
9-6.100	Object to the location of Pylon TB91, removal of hedgerow for construction of the pylon and use of	Park Road is not proposed to be used by construction vehicles, though it is crossed using the existing			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Park Road by construction traffic to either Witham or Silver End (e.g. due to impact on residence), and suggest that the Project should instead be rerouted between Pylons TB91 and TB94 (e.g. to mitigate impact on views at Rivenhall, wildlife including Sky Larks, residences, woodland, agriculture, aviation, heritage buildings and landscape) by a few metres to the south-east of existing trees at Rivenhall Place where the solar farm is planned to be located and where the access road is proposed (e.g. so that works for the Project could be completed alongside works for the solar farm, and the solar farm can be connected to the grid). With this, suggest that the Project should then cross the protected view closer to the north of Rivenhall Thicks Wood, until rejoining the proposed route at Pylon TB94	bellmouth also to be used by the solar farm project. Some works may be necessary to third party assets such as a wood pole overhead line which will need to be placed underground. A change to the alignment has been made in response to feedback that substantively achieves the changes sought. This changes TB91 (now TB93) to a suspension pylon. This moves the alignment to the south to some degree avoiding effects on the trees closest to Park Road but does lead to some effects on the solar farm. Further re-direction southwards is constrained by other residential properties to the south.				
9-6.101	Suggest that the proposed replacement of the existing Distribution Network Operator (DNO) 132 kV overhead line near Pylon TB120 is extended to PSB43, and request for information on the replacement (e.g. details of the proposal and timings of replacement)	National Grid has a mandate to be economic and efficient in its spend and so consideration of longer and more circuitous cable routes must be carefully considered against this mandate. In this instance, there is insufficient justification to increase the mitigation against the mandate. Should consent be granted in 2027, it is anticipated that construction of the Project would commence in 2027, likely starting with pre-commencement works including site clearance activities, the installation of temporary construction compounds and access roads. It is expected the main construction works will continue			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		through to 2031 (four years). Further details of the proposals and section specific timings will be determined at detailed design. Further details of the proposed cable route and limits of deviation are shown in Volume 2.3 Work Plans - Section E, F, G, H. The relevant utility provider will confirm the final requirements for the installed mitigation.				
9-6.102	Suggest that the Project is rerouted further north between Pylons TB117 and TB120 (e.g. to mitigate impact on business, landscape, heritage, farmland and residents) (address provided by respondent)	The alignment in this location is approximately midway between properties to north and south subject to certain other environmental constraints. A change to the benefit of those to the south will transfer effects to those to the north. On this basis no change is proposed.			X	
9-6.103	Suggest that the Project is rerouted further east at Pylons TB72 and TB73 (e.g. away from the Surrex community)	National Grid has considered the respondent's feedback and we have made a change to the alignment in this area that moves TB72 and TB73 further east away from Surrex.			X	
9-6.104	Suggest that the Project is rerouted further north between Pylons TB76 and TB81 away from Feeringbury Manor, the Halfway Houses and Pound Farm area by crossing the Blackwater near the sewage treatment works	An alignment to the north of Feeringbury and Halfway Cottages was considered in the 2023 Design Development Report (DDR) (available on the Project website). Whilst potentially beneficially reducing some effects it transfers these to others. In the 2023 DDR it was considered less preferred due to effects on the connected heritage assets (various grade I, II* and II) at Feeringbury and Coggeshall Abbey. In the absence of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		new information, no change is proposed in response to this feedback.				
9-6.105	Suggest the use of underground cables for the Project at Surrex, Feeringbury, and between the Halfway Houses and Pound Farm (e.g. Pylons TB72 and TB73, and between Pylons TB76 and TB81)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Surrex, Feeringbury, and between the Halfway Houses and Pound Farm would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-6.106	Suggest the use of underground cables for the Project at heritage sites in this section, including at Felix Hall and Cressing Temple	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at at Felix Hall and Cressing Temple would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-6.107	Request for underground cables to be used for the Project between Pylons TB73 and TB75 (e.g. to alleviate the direct impacts to those properties in Surrex) / Request for modelling and consultation on this option	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between TB73 and TB75 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-6.108	Suggest the use of underground cables for the Project between Pylons TB97 and TB113 (e.g. to mitigate impact on Faulkbourne Estate, agriculture, woodland, and community)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between TB97 and TB113 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference 6.13) and this has identified any need for additional mitigation.				
9-6.109	Suggest that the Project is rerouted between Pylons TB96 and TB114 to remove the kink at TB103 (e.g. to reduce number of pylons needed and mitigate impact on agriculture and Faulkbourne and White Notley Football club), as follows: - Suggest that Pylon TB98 is relocated out of the arable field to the area of rough ground to the north between the railway and the Cressing Road (51°49'49.0"N 0°36'52.6"E) (e.g. to allow access from Cressing Road and remove need for Pylon TB97); - Suggest that Pylon TB99 is relocated to the other side of the horse pasture field to 51°49'51.3"N 0°36'14.2"E (e.g. on the field boundary); - Suggest that Pylon TB100 is relocated to the other side of the horse pasture field to 51°49'54.1"N 0°35'42.5"E; - Suggest that Pylon TB101 to the side of Church Hill at 51°49'52.2"N 0°35'53.8"E (e.g. on the field boundary to mitigate impact on willow plantation); - Suggest removal of Pylon TB102; - Suggest that Pylon TB103 is relocated to 51°49'50.2"N 0°35'14.1"E; - Suggest removal of Pylon TB104; - Suggest that Pylon TB105 is relocated to 51°49'50.2"N 0°35'14.1"E (e.g. for access by	The suggestion in the feedback would not lead to the removal of the kink to the south of the group of properties at Maltings Farm but would switch it to pass to the north of these properties. Whilst noting the assumed opportunity to reduce effects on agricultural activities this would only be achieved by increased effects to residential properties on the southern edge of White Notley reducing consistency with the Holford Rule Supplementary Notes. A summary of the Holford Rules is provided within Appendix I22 of this report. Overall, the proposed change is less preferred and no change has been made.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	existing farm track off Church Hill and located on field boundary to mitigate impact on agriculture); - Suggest that Pylon TB106 is relocated to 51°49'47.4"N 0°34'59.7"E (e.g. for access by existing farm track off Pink Lane and located on field boundary to mitigate impact on agriculture); - Suggest that Pylon TB107 is relocated to 51°49'50.3"N 0°34'28.4"E (e.g. for access by existing farm track); - Suggest that Pylon TB108 is relocated to 51°49'50.3"N 0°34'28.4"E (e.g. for access by existing farm track); - Suggest that Pylons TB109 and TB110 are relocated to 51°49'50.8"N 0°34'03.6"E and use of underground cables for the Project from this location for the cross over; - Suggest that Pylons TB111 to TB113 are relocated to 51°49'51.2"N 0°33'39.2"E, with change from use of underground cables to overhead lines for the Project at this location.					
9-6.110	Suggest that the Pylon TB77 is relocated away from Threadkells, Old Mill Lane Feering, Feeringbury Barn, Littlebury and Feeringbury Lodge to the north of Old Mill Lane, where it rejoins the overhead line at Coggeshall Hamlet	National Grid has considered feedback requesting for pylon TB77 to move away from certain properties to reduce visual impacts. We are proposing a change to the alignment between TB75 and TB79 which would move TB77 (now TB78) to the south-east of Threadkells.			X	X
9-6.111	Concern about impact of Pylons TB121, TB122 and TB123 at the proposed road crossing at Cole Hill in	A range of protected species surveys have been undertaken and the results are outlined in Chapter 8:			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Great Leighs (e.g. impact on residents) / impact of Pylons TB121 to TB126 (e.g. impact on protected lanes, East Atlantic Flyway, bats south of Pylon TB122, deer), and suggest that T-pylons are used for the Project at this location (e.g. to mitigate impact on ancient woodland to the west of Cole Hill between Pylons TB123 and TB124)	Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England and the local planning authority as relevant. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the ES. The assessment considers the potential impacts to heritage assets and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. Further information on protected lanes can be found in the Historic Environment PEIR, included under Historic Landscape Characterisation and ES Chapter 13: Landscape and Visual (document reference 6.13). Additional information regarding impacts to the historic landscapes of the project can be found within the Outline Code of Construction Practice (CoCP) (document reference 7.2). Changes to people's views are considered in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This includes the				

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		consideration of changes in views from Fuller Street and Great Leighs. Consideration of changes in views experienced from private residencies has also been undertaken in a Residential Visual Amenity Assessment (RVAA) as set out in ES Appendix 13.4: Residential Visual Amenity Assessment (document reference 6.13.A4). The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T-pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact				

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		are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given it is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T-pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T-pylons are not proposed for the Project.				
9-6.112	Suggest that the use of underground cables for the Project is extended to Pylon TB126 (rather than changing back to overhead line at Pylon TB114) (e.g. to mitigate impact on the Essex Way, Protected Lanes, monuments and residential properties in Cole Hill/Boreham Road)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project from TB114 to TB126 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental				

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		Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-6.113	Suggest that the permanent right of access proposed near to respondent's property (near Pylon TB122) is relocated to the farm track along the field edge, directly under the route of the Project (e.g to mitigate security risk to property and privacy breach)	National Grid notes the respondent's feedback. The access route proposed is for future maintenance and surveys if required and would not be used for construction. We are not proposing to construct anything for this permanent access route therefore existing tracks are being used where possible. Use of these access routes would be discussed with the landowner should this be required in the future. We have therefore not made a change to this permanent access route.			X	
9-6.114	Suggest the use of underground cables in the area near respondent's cottage (including Pylons TB100 to TB105) which is in an area identified as being of Special Landscape Value	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated			X	

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		area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at TB100 and TB105 (now TB102 to TB107) would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. In relation to Special Landscape Areas, these no longer form part of local planning policy within Braintree District				

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		and are not considered in the assessment in ES Chapter 13: Landscape and Visual (document reference 6.13). An appraisal of landscape value was undertaken to inform the assessment for the Central Essex Farmland Landscape Character (LCA) and Blackwater and Brain Valley LCA and is presented in ES Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2).				
9-6.115	Suggest that the existing access off the A131 is used for the haul road at Pylon TB133, following the headland up to the scaffolding area (e.g. to reduce the area of field severed and taken out of production) (plan provided by respondent)	National Grid notes the respondent's feedback. Due to a change to the alignment between TB131 (now TB133) and TB141 (now TB143), TB135 has moved further north, and the haul road has been amended to utilise an existing access (gravel pit access) situated further north off the A131, removing the haul road to the south of the alignment. A permanent access easement is proposed along the existing the farm access track off the A131 lay-by.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change (CR)						
9-6.116	Suggest that construction compound on Pit Field (near Pylon TB66) is relocated (e.g. due to impact on farming)	National Grid acknowledges the respondent's feedback and the temporary impact on farming, however the temporary overhead line satellite compound proposed adjacent TB66 is required in the vicinity of this area so it has easy access from a Primary Access Route (PAR), in this case off the A120 and Great Tey Road. The proposed temporary construction compounds have been sited considering sustainable considerations, for example, close to PARs, close to the core works they are supporting and where possible away from residential receptors. This satellite compound serves as a specific working area to provide local welfare facilities for staff and points for delivery of materials to the working areas. All affected landowners will be compensated for any temporary/permanent losses, and this will be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it will be assessed, please contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-6.117	Concern that the proximity of Pylon TB96 to the respondents property means that no amount of screening and softening will reduce the impact to the landscape to an acceptable level (e.g. property value, noise, traffic, quality of life)	National Grid notes this comment. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures where possible to reduce potential effects. Impacts on Noise and Vibration Chapter 14: Noise and Vibration of the ES (document reference 6.14) considers the potential effects of noise and vibration associated with the Project. Construction noise and vibration effects from works associated with Pylon TB96 (now TB98), as well as other nearby activities, have been assessed and no significant adverse effects are expected at nearby properties where best practicable means are employed to reduce effects. Operational noise from the proposed overhead line is scoped out of the ES on the basis that a low noise conducted system is proposed and significant adverse effects are not expected, even directly underneath the line. Although scoped out of the ES, information on operational noise from the proposed overhead line is			X	

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		provided in Appendix 14.A5 Operational Noise from Overhead Lines) (document reference 6.14.A5). Impacts on Traffic The effects of the Project for traffic and transport during operation (and maintenance) have been scoped out of the assessment in accordance with the Environmental Impact Assessment (EIA) Scoping Opinion (document reference 6.20). Effects are considered to be negligible due to the low number of vehicles expected to service/maintain the pylon each year. Impacts on Landscape and Visual An assessment of landscape and visual effects is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). Whitehead's Farm is located in Section E, in Visual Receptor Area (VRA) E2, and lies within approximately 200 m of the proposed alignment. Major and significant visual effects have been reported in the assessment at this location, as set out in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) due to the close proximity and open views across this arable landscape. The farm sits within the Central Essex Farmland landscape character area (LCA B1) near Silver End, and major and significant landscape effects have been reported in the assessment in this location, as set out in Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2).				

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		Consideration of changes in views experienced from private residencies has also been undertaken in a Residential Visual Amenity Assessment (RVAA) as set out in Appendix 13.4: Residential Visual Amenity Assessment (document reference 6.13.A4). This has identified a high magnitude of change at Whitehead's Farm, since the Project would be clearly visible from more than one viewing aspect around the property and in close proximity to receptors. Landscape compensation Any landscape softening that does not remove or reduce a significant residual effect but seeks to off-set the effect is classed as landscape compensation. Such landscape compensation measures (e.g. creating or enhancing natural landscape features outside of the Order Limits) are considered in relation to the mitigation hierarchy but there is no requirement under policy to compensate for all residual effects. The residual effects that remain following the application of the mitigation hierarchy and any compensation provided then falls to the Planning Balance. Impacts on property values Potential impact on property prices is not a material planning consideration for the purposes of a DCO application. Separate to this point, the Secretary of State has asked that the DCO application include an assessment of the likely significant environmental effects in the form of potential impacts on property prices. The				

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		ES contains an assessment on this. It concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project. Although not part of the Environmental Impact Assessment process it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met).				
9-6.118	Concern that the proposed haul road joining Cressing Road (B1018) is on a particularly hazardous stretch of road that already has overtaking restrictions. National Grid cannot significantly improve the visibility, and it will be extremely difficult to create a safe junction / Suggest that the haul road should be relocated further north to reduce disturbance to horses and farmhouse and kept to headlands to reduce impact on farming operations (plan provided by respondent)	National Grid has worked with the local highway authorities and National Highways as we develop our access proposals for the Project. Our assessments have included visibility and highway geometry at the crossing on Cressing Road B1018. As part of the design development of the Project, the proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety have been developed. This may include temporary traffic management measures such as speed limit reductions and/or temporary signals. The bellmouth access and haul road need to be placed in close proximity to the overhead alignment due to construction requirements and to avoid excessive land take. Based on the highway assessments completed and the Project needs, the current proposal is preferred. As the proposed haul road needs to tie in with the proposed bellmouth and facilitate access to pylon locations, it is not beneficial to move the haul road north			X	

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		to headlands. In this scenario spurs would still be needed to the pylons, the length would be longer and the vehicles traversing the haul road would need to slow down and turn more frequently. All this together would create greater impacts compared to the relatively straight haul road alignment as proposed adjacent to the overhead line work areas.				
9-6.119	Suggest that the Project is relocated south-east of Rivenhall Thicks (plan provided by respondent)	A feasible alignment on the route proposed passing south of Rivenhall thicks, would have to divert from the south of Church Road and pass to the south of Rivenhall Thicks. This would increase the length of the route by around 600 m, with greater agricultural effects, at least one (and potentially two) additional pylons and would be expected to require an additional angle pylon (less consistent with Holford Rule 3). A summary of the Holford Rules is provided within Appendix I22 of this report. On balance the change is considered less preferred because any benefit arising from the change does not offset the additional effects caused by it.			X	
9-6.120	Suggest that Pylon TB96 and the haul road are relocated north, removing any oversail or encroachment on the paddocks (plan provided be respondent)	National Grid notes the respondent's feedback. Moving TB96 (now TB98) north would add an angle pylon into the alignment which would be less consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. The haul road at this location has been moved as far north as possible, a localised commitment during construction is likely to be able to avoid impacts to the horse paddock			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		where possible. If you have specific concerns regarding the impact on your property, we encourage you to seek third party advice. Alternatively contact the Lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.				
9-6.121	Suggest that the existing Distribution Network Operator (DNO) 11 kV overhead line near Pylon TB118 is replaced by underground cables to accommodate the Project, and request details regarding plans for this existing 11 kV overhead line	The existing 11 kV overhead line will be placed underground to enable the Project. Details of the mitigation for the existing 11 kV overhead line can be found in the Environmental Statement Figure 4.1: Proposed Project Design (document reference 6.4.F1). The relevant utility provider will confirm the final requirements for and the precise location of the installed mitigation.			X	
9-6.122	Suggest that, if pylons are to be located in the same fields as currently proposed near Faulkbourne, pylons are relocated as follows: - Suggest that Pylon TB98 is relocated out of the arable field to the area of rough ground to the north between the railway and the Cressing Road (51°49'49.0"N 0°36'52.6"E); - Suggest that Pylon TB109 is relocated to corner of field (51°49'49.6"N 0°36'35.3"E); - Suggest that Pylon TB101 is relocated to corner of the field to 51°49'40.7"N 0°35'47.0"E; - Suggest that Pylon TB102 is relocated south to field corner 51°49'36.2"N 0°35'26.3"E (e.g. to mitigate impact on agriculture and avoid issues with	National Grid has considered this proposed change which would position the alignment close to the southern edge of White Notley and close to the Scheduled Monument and Grade I listed buildings at Cressing Temple. Whilst providing a similar route length to the 2023 preferred draft alignment, it would increase effects for residents at the southern edge of White Notley. In contrast, there are fewer residential receptors in close proximity to the alignment and it would be in excess of 1 km from the Grade I listed buildings at Faulkbourne. As such the alternative proposed would be less consistent with Holford Rule two and the supplementary notes and is therefore considered less preferred. No change is			X	

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	drainage at Pink Lane); - Suggest that Pylon TB103 is relocated to 51°49'36.4"N 0°35'08.0"E (e.g. to edge of Pink Lane) or to 51°49'28.5"N 0°35'10.4"E (e.g. to mitigate impact on field drains that flow towards the main ditch by Pink Lane and impact on agricultural operations); - Suggest that Pylon TB104 is relocated to 51°49'32.8"N 0°34'48.7"E (e.g. to mitigate impact on field drains that flow towards the main ditch by Pink Lane and impact on agricultural operations); - Suggest that Pylon TB105 should be removed (e.g. due to impact on agriculture and footpath); - Suggest that Pylon TB104 is relocated to TB104 to 51°49'32.8"N 0°34'48.7"E	therefore proposed. A summary of the Holford Rules is provided within Appendix I22 of this report.				
9-6.123	Concern about impact of Pylons TB108 to TB113 on Faulkebourne Estate and criticism that National Grid have used the shoot and willows of another local resident to justify the revised route of the Project at this location. With this, suggest the following to mitigate the impact of the Project (e.g. cumulative impact of the Project and existing overhead lines): - Suggest that the existing 250 kV overhead line is replaced with underground cables from the pylon at 51°50'02.2"N 0°34'12.1"E to the pylon at 51°49'46.7"N 0°33'46.7"E; - Suggest that the existing 250 kV pylon at 51°49'54.1"N 0°33'59.4"E is removed;	National Grid is mindful to avoid transfers based on a preference not to host infrastructure without a material reduction in the level of effects. In this case the consideration of alternative pylon positioning or routeing responded to material reduction in economic effects. In respect of further undergrounding, National Grid does not consider that the cumulative effects of the Project in combination with the existing 400 kV overhead line southwards from Braintree justify the use of underground cable with two Cable Sealing End (CSE) compounds on each of the existing and proposed 400 kV connections (i.e. four CSE compounds in total) given the additional effects from the CSE compounds			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	- Suggest new pylon for the Project should be located at 51°49'51.3"N 0°33'45.3"E.	unless the extent of cable is substantially extended at a cost not justifiable in terms of National Policy Statement (NPS) EN-5. The suggested pylon positions and alignment would not be deliverable due to excessive span lengths to meet the aspiration to position to hedgerows. Adding additional pylons would be possible but would oversail a number of areas of woodland and routes closer to a much greater number of residential properties at the south of White Notley and is thus less consistent with Holford Rule two and Holford Rule supplementary notes. A summary of the Holford Rules is provided within Appendix I22 of this report. An amended route to reduce the woodland effects may be possible but would require additional angle pylons (less consistent with Holford Rule three). The proposed repositioning of the CSE compound has also been considered but is less preferred due to the fields being of insufficient width and increased visual effects by the proximity immediately adjacent to the road. On balance no change is proposed.				
9-6.124	Suggest that construction lay down areas near the Faulkebourne Estate should be located at the edges of fields and away from main roads for security	National Grid notes the respondent's feedback, unfortunately we are unable to move the laydown area away from the road as we need close access to bring in HGV to unload.			X	
9-6.125	Concern about the haul road for the Project that turns off the Street towards the River Brain next to School House and opposite Hill Farm (e.g. due to	National Grid notes the respondent's feedback. It should be noted that the access off The Street onto Grove Track is to facilitate the construction of two pylons only,			X	

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	safety, damage to Grove Track and adjacent utilities, impact on business, impact on wildlife at the River Brain, flooding, poor quality of track, impact on trees), and suggest that the haul road is not needed / that pylons can be approached and maintained in another way	thus traffic numbers will be limited and condensed to specific periods of time (during the overall construction period). This would be communicated with the landowner and tenants in advance of the construction works commencing. Access to the properties would remain open throughout the works and the construction traffic managed accordingly. In lieu of using and upgrading the existing Grove Track, the alternative is to route the haul road directly along the overhead line alignment. The challenge with this is that to the east the railway line is a blocker and to the west a new crossing of the River Brain would need to be crossed, which would likely cause a greater impact to the environment then upgrading the existing track and the ford, with greater tree loss required and additional impact on the River Brain and its associated bankside habitat. The junction between Grove Track and the public highways has been assessed and a suitably designed access bellmouth has been proposed which consider the highway geometry, speed limits, speed survey data and vertical and horizonal visibility. The Bellmouth access has been road safety audited and no concerns have been identified. A Flood Risk Assessment (document reference 7.9) has also been prepared that has assessed the impacts of Project haul routes on flood risk and drainage,				

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		identifying a range of design and mitigation measures to control and manage these impacts. As access to agricultural landholdings will remain open during construction, the impact on agricultural operations is anticipated to be minimal. Furthermore, no recreation or tourism business has been identified within this area, therefore, no impacts are anticipated in relation to recreation or tourism businesses.				
9-6.126	Suggest that the haul road for the Project opening between The Football Pitch and Maltings Cottages (what3words reference "elevates.kidney.outdoors") is not needed, and that access for the Project should be achieved by using upgraded existing farm tracks (e.g. to mitigate impact on football club), as follows: - Suggest use of track going West opposite Oak Farm for access to pylons to the West of The Street (Pylons TB102 to TB106) (what3words references provided by respondent) that leads to Pink Lane; - Suggest that the haul road down the middle of the fields in which Pylons TB102 to TB108 are sited is not needed; - Suggest that a haul road that enters Oak Farm and runs to the north of the football pitch should be built for access to Pylon TB101 rather than the haul road currently proposed (what3words references provided by respondent); - Suggest alternative route for haul road to Pylon	Following review of the feedback National Grid proposes to adopt revisions to the construction access to follow the existing tracks where possible. This will substantially meet the request though does have to deviate in some locations due to limitations on pylon positioning. The Arboricultural Impact Assessment (document reference 6.13.A6) contains mitigation measures for working with the Root Protection Areas for retained trees, for example this may include the use of ground protection to limit soil compaction.			X	X

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	TB100 (what3words references provided by respondent), with crossing of the River Brain at "promoting.trailer.scam" / "pose.trickling.portfolio" to avoid damage to the willow plantation; - Suggest access to Pylon TB109 by crossing into field at "marketing.exonerate.digits"					
9-6.127	Suggest that the construction track / site entrance for the Project near The Street, Faulkebourne should be routed further away respondent's residence	National Grid has worked with the local highway authorities and National Highways to develop our access proposals for the Project. Our assessments have included visibility and highway geometry and have included the access point at Faulkebourne. The bellmouth has been positioned here due to severance of haul road on the River Brain and uses the existing track which would be improved to accommodate for the construction vehicles. The access has been shifted further from the properties, however it was not possible to shift it further due to excessive land take resulting in sterilising the agricultural field. As part of the design development of the Project, the proposed bellmouth junctions Road Safety Audits have been undertaken, and mitigation measures for road safety have been developed. This includes temporary traffic management measures such as speed limit reductions and/or temporary signals.			X	
9-6.128	Concern that the Project from Pylon TB77 to TB80 will severely impact respondents farm (e.g. the haul road will bisect the farm impeding workers from	National Grid is aware of the existing infrastructure and is committed to ensuring that its activities do not unnecessarily impact such existing legitimate land uses.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	accessing the Feering side of the farm from the Coggeshall side; the Project will destroy irrigation which is a continuous loop around the farm and rows of blackcurrant bushes will be destroyed resulting in penalties to the respondent; the haul road crosses the extremely important water catchment and drainage area which flows directly into the respondents reservoir enabling it to fill up; the haul road is shown as being built right next to respondents reservoir which may result in the destabilisation of the reservoir and subsequent cracking and leaking; there will be substantial harm to wildlife and the environment as the haul road will be situated on top of two very mature hedges which provide a haven for wildlife; and there are nearby newt ponds which have been built under a government wildlife scheme and which will be harmed by the building and the reverberation)	In cases where some interaction is unavoidable National Grid would provide alternative arrangements (e.g. diverting pipework, install access road crossing arrangements etc.) to reduce effects and/or compensate for losses. Effects on vegetation and wildlife are reduced where possible and whilst we may need to cross hedgerows we would seek to reduce effects by for example following a route offset alongside such features rather than following directly above their alignment. A change in alignment, based on other feedback, is proposed in this area which routes further from this reservoir with the realigned temporary construction access following the approach agreed with Local Planning Authorities (LPAs).				
9-6.129	Concern that the Project at Pylons TB92 and TB93 will impact site which respondent has planning permission at appeal for (Braintree application reference 21/03735/FUL) / Concern that the order limits including construction access tracks from Church Road past Rivenhall Thicks would require the removal of extensive areas of the consented solar farm, which will be built and energised by the time that this development commences, and the current routing and design has significant	National Grid has engaged with the solar farm developer and has modified the proposed access point and access road arrangements to reduce the effects as far as possible. Due to other factors one pylon has had to be located to the western edge of the most eastern part of the solar farm. This is not avoidable without undue diversion and multiple additional angle pylons. Other temporary construction access has been routed to avoid direct effects on the farm. National Grid continues to			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	implications and would if consented lead to substantial financial impacts and result in the removal of a consented and operational renewable energy generating station / Suggest an alternative routing and alignment is suggested to be explored by National Grid and presented for discussion (the respondent objects to the current proposal in relation to the section detailed above at Parkgate Solar Farm)	engage with the developer to establish an agreed Statement of Common Ground.				
9-6.130	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation which has resulted in several changes to the alignment. Further details on these changes can be found in the 2025 Design Development Report (document reference 5.15), published as part of the Development Consent Order (DCO) application.	X		X	
9-6.131	Suggestion that the Project is routed away from / the Project should not be located at Kelvedon	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Kelvedon. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Kelvedon.				
9-6.132	Suggestion that the Project is routed away from / the Project should not be located at Witham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Witham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Witham.			X	
9-6.133	Suggestion the Project is routed away from / the Project should not be located at the Blackwater River Valley	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Blackwater River Valley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		therefore not proposing a change to the alignment at the Blackwater River Valley.				
9-6.134	Suggestion that the Project is routed away from / the Project should not be located at Coggeshall	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Coggeshall. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Coggeshall.			X	
9-6.135	Suggestion that the Project is routed away from / the Project should not be located at Feering	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Feering. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Feering.				
9-6.136	Suggestion that the Project is routed away from / the Project should not be located at Skye Green	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Skye Green. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Skye Green.			X	
9-6.137	Suggestion that the Project is routed away from / the Project should not be located at Rivenhall	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Rivenhall. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Rivenhall.				
9-6.138	Suggestion that the Project is routed away from / the Project should not be located at Faulkbourne	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Faulkbourne. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Faulkbourne.			X	
9-6.139	Suggestion that the Project is routed away from / the Project should not be located at Fairstead	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Fairstead. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Fairstead.				
9-6.140	Suggestion that the Project is routed away from / the Project should not be located at Great Leighs	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great Leighs. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Great Leighs.			X	
9-6.141	Suggestion that the Project is routed away from / the Project should not be located at Howe Street village	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Howe Street village. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		therefore not proposing a change to the alignment at Howe Street village.				
Economic / Employment impact						
9-6.142	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.	X	X	X	
9-6.143	Concern about impact of the Project on mineral extraction area near Silver End and Rivenhall (plan provided by respondent)	National Grid has considered known consented mineral sites and is also considering those sites which may come forward in the Minerals Plan being consulted upon in 2024 / 25. In this location widened Order Limits would			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		allow for a modification to the alignment if the minerals site comes forwards which would reposition pylons to the edge of the potential area to reduce the level of effects. Other routes to completely avoid the site would transfer effects to residential properties and various listed heritage assets and were less preferred.				
9-6.144	Suggest that the construction of the Project (underground cables) through Fuller Street and construction of the haul road south of Ranks Green should not be concurrent (e.g. to mitigate impact on businesses)	The specific phasing and construction sequencing has not been finalised at this stage, this will be done at detailed design. It is envisaged with this being a linear project that works will be undertaken in a way that different tasks will be undertaken along the route at different times and at different stages. We will always seek to undertake the work in a way that minimises disruption to the areas and minimise road closures. For details of temporary traffic management refer to the Outline Construction Traffic Management Plan (document reference 7.3)	X			
Environmental impact						
9-6.145	Concern about negative impact of the Project on the Green Belt(s)	To facilitate the Project, it will be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) would result in new and upgraded infrastructure in the Green Belt.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1 - A summary of the Holford Rules is provided within Appendix I22 of this report). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Planning Statement (document reference 5.6), submitted with the application for development consent, includes an assessment of the Project against Green Belt planning policy (as contained in National Policy Statement EN-1 and the National Planning Policy Framework).				
9-6.146	Concern that the Project will impact SSSIs	Through routeing, siting and design development National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). Although there are 22 SSSI within the study area, current proposals avoid the majority of impacts on SSSIs, with no long-term negative impacts anticipated on any SSSIs as a result of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. National Grid will continue to engage with Natural England.			X	
9-6.147	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		where practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An ancient woodland and veteran tree mitigation strategy is included as part of the Outline Landscape and Ecological Management Plan (document reference 7.4). The Outline Landscape and Ecological Management Plan (document reference 7.4) has been developed in consultation with relevant stakeholders including Natural England.				
9-6.148	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Royal Society for the Protection of Birds (RSPB) reserves. Potential direct and indirect impacts on RSPB reserves within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). No RSPB reserves are directly impacted by the Project.		X		
9-6.149	Concern that the Project will impact Ramsar site	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Ramsar sites.		X		

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		Although there are 13 Ramsar sites within the study area, current proposals avoid the majority of impacts, with no long-term negative impacts anticipated on any Ramsar site as a result of the Project. Potential direct and indirect impacts on each scoped in Ramsar site has been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and/or Habitats Regulations Assessment Report (HRA) (document reference 7.1) depending on potential impact pathways. Any necessary mitigation has been detailed within the ES, HRA and the Outline Code of Construction Practice (CoCP) (document reference 7.2) to ensure no significant residual effects, as agreed with Natural England.				
9-6.150	Concern that the Project will result in a negative impact on the environment / countryside generally (no details given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% Biodiversity Net Gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project is currently voluntary and aligned with our corporate sustainability commitment.				
9-6.151	Suggest that areas other than the AONB should be protected / Criticism that only the AONB has been considered	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect National Landscapes. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for short sections near Fairstead and North Tilbury. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them elsewhere, are not considered to be justifiable in the context of national policy or National Grid's statutory			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		duties, which include the need to be economic and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in ES Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out potential effects on landscape and visual receptors.				
9-6.152	Concern that the Project will impact conservation area	Through routeing and siting, National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including conservation areas such as White Notley, Coggeshall, Cressing, Terling, Kelvedon, Chipping Hill, Feering Village, as well as the known heritage assets within these Conservation Areas and their setting. If potential impacts on the historic environment are identified, National Grid would explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce impacts where possible. This is presented in the Historic Environment assessment which has been completed as part of the Environmental Impact Assessment (EIA) for the Project. This assessment is detailed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). National Grid has engaged with Historic England and relevant planning authorities on aspects relating to		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		heritage, including appropriate mitigation measures and techniques. National Grid has also conducted comprehensive assessments, including site visits and extensive desk-based research, to thoroughly evaluate the setting of these conservation areas and understand their value. During construction, standard construction mitigation as outlined in the Outline Code of Construction Practice (CoCP) (document reference 7.2) would be set up for these Conservation Areas except when there is not significant temporary negative effect. For the White Notley Conservation Area, the operation phase would cause no change to the rural aspect of the asset's setting, following reinstatement post-construction. However, reinstatement of any removed historic field boundaries and earthworks would be done. For the other conservation areas, their settings do not extend to the Order Limits and the impact of the Project would be negligible.				
9-6.153	Concern about the impact of the Project on protected lanes in this area (including Cole Hill, Boreham Road, Goodman Lane, and Paul Hall Lane)	Protect Lanes have been considered as part of our assessment of potential impacts during construction and operation, detailed within the Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and ES Chapter 13: Landscape and Visual (document reference 6.13) present the findings of the assessments of the impacts of the Project during construction and operation on protected lanes including	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		impacts on landscape character and on the visual amenity of people travelling along them. The assessment methodologies were discussed with key stakeholders, including Historic England and relevant local authorities. A range of measures have been incorporated into the design of the Project to avoid and reduce effects on protected lanes. These include strategic routeing and siting measures. Further assessment can be found within ES Chapter 11: Historic Environment (document reference 6.11) under Historic Landscape, and further mitigation details are presented in the Outline Code of Construction Practice (CoCP) (document reference 7.2).				
9-6.154	Concern about the impact on Pylon TB94 on an area of designated Ancient Woodland	Detailed arboricultural surveys have been undertaken across the route and the results have been used to inform the iterative design process, details of which are presented in Environmental Statement (ES) Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6). The Ancient Woodland and Veteran Tree Strategy (Appendix B of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4)) sets out the ancient woodland and veteran tree surveys undertaken on the Project, the impacts and proposed mitigation measures. The AIA (document reference 6.13.A6) and the Outline Landscape and Ecological Management Plan (document	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 7.4) have been developed in consultation with relevant stakeholders. The current construction working area for pylon TB94 (now TB96) is approximately 68 m from the designated ancient woodland and thus falls outside of the standing advice minimum buffer of 15 m and therefore no impact is expected. National Grid acknowledge that the existing 33 kV overhead line may have a localised impact on the northern tip of the designated ancient woodland.				
9-6.155	Concern about the impact of the project between Pylons TB116 and TB133 on public footpaths, protected roads, wildlife and agriculture, particularly the crossing of two protected roads and River Ter between Pylons TB125 and TB126	Impacts on public footpaths, protected roads, wildlife, agriculture and the River Ter are assessed in the Agriculture and Soils, Ecology and Biodiversity, Historic Environment, Hydrology, Flood Risk and Land Drainage, Socio-Economics, Recreation and Tourism, and Traffic and Transport Chapters of the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). The overall assessment considers impacts on these areas between pylons TB116 and TB133; and TB125 and TB126. The Outline Public Rights of Way Management Plan (document reference 7.6) also assesses the impacts between pylons TB116 and TB133; and TB125 and TB126. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-6.156	Concern that the Project will limit gravel and sand extraction from the resident's land in future	National Grid adopts a consistent approach to development sites and in the case of minerals sites considers those that are allocated in the current plan. In some cases sites are being consulted upon for potential inclusion in a future plan so may be confirmed at some stage or may not. In these cases we are taking forward widened Order Limits to allow for a modified alignment given that the sites inclusion may be confirmed in mid 2025. The 2025 Design Development Report provides detail of the alternative alignment in the Essex County Council Minerals consultation (document reference 5.15). On balance it is considered that attention to design around allocated or approved sites is reasonable but with more speculative areas, as appears to be the case for the respondent's site, left to be considered when their status is more certain. This may require future diversions or lead to some restrictions to maintain foundation integrity.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-6.157	Request for a full Environmental Impact Assessment to be undertaken and published for Surrex and Coggeshall	A complete Environmental Impact Assessment (EIA) has been carried out for the Project and the results are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) which accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation measures to reduce effects. Surrex and Coggeshall are located within the 3 km study area of the Landscape and Visual Impact Assessment (LVIA) which is presented in ES Chapter 13: Landscape and Visual (document reference 6.13).			X	
Financial Compensation						
9-6.158	Concern that the Project will devalue property / impact on property value in this section	Potential impact on property prices is not a material planning consideration for the purposes of a DCO application. Separate to this point, the Secretary of State has asked that the DCO application include an assessment of the likely significant environmental effects in the form of potential impacts on property prices. The ES contains an assessment on this. It concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project. Although not part of the Environmental Impact Assessment process it is relevant to observe that any	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		impact of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met). National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-6.159	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary or permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is	X		X	

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		evolving government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-6.160	Request that National Grid purchase respondent's property / business	National Grid is not required to purchase any properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.			X	
Health, Safety and Wellbeing						
9-6.161	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design	X		X	

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		decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement				

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		(NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.				
9-6.162	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and look to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of	X		X	

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		industry, and National Grid have followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				
9-6.163	Concern that the Project poses a safety risk to aircraft (including balloons) in the area / Concern that the Project will impact airfields in this area	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1. Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including 2 helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory, statutory consultation, targeted consultations and landowner consultation, including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In			X	X

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		the remaining case of a private airstrip near Little Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
Heritage						
9-6.164	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).				
9-6.165	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the	X	X	X	

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		historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				

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9-6.166	Concern that Pylons TB89, TB90 and TB91 will impact designated heritage assets	National Grid has worked to minimise potential impacts on the historic environment, including listed buildings and known heritage assets and their setting, through strategic routeing and siting measures. Mitigation efforts have been explored to mitigate identified impacts effectively. National Grid has conducted comprehensive assessments, including site visits and extensive desk-based research, to thoroughly evaluate the setting of the heritage assets near TB89, TB90 and TB91 (now TB91, TB92 and TB93) and understand their value. This has been documented within the Historic Environment assessment, which is presented in ES Chapter 11: Historic Environment (document reference 6.11) and the potential construction and operation impacts alongside proposed mitigation are presented in ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) as well as in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Ongoing consultation with Historic England and relevant planning authorities has ensured a comprehensive approach to heritage-related matters, incorporating suitable mitigation measures and techniques based on their input.	X			
9-6.167	Concern that Pylons TB92 and TB93 will impact historic parkland, designated heritage assets, and views	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6:	X			

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		Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA. The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes Guidelines for Landscape and Visual Impact Assessment (GLVIA3). The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13) National Grid has worked to minimise potential impacts on the historic environment, including listed buildings and any known heritage assets and their setting, through strategic routeing and siting measures. Mitigation efforts have been explored to mitigate identified impacts effectively. National Grid has conducted comprehensive assessments, including site visits and extensive desk-based research, to thoroughly evaluate the setting of the heritage assets near TB92 and TB93 (now TB94 and TB95) and understand its value. These actions have been documented within the Historic Environment				

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		assessment, which is presented in ES Chapter 11: Historic Environment (document reference 6.11) and the potential construction and operation impacts alongside the proposed mitigations are presented in ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2). Ongoing collaboration with Historic England and relevant planning authorities has ensured a comprehensive approach to heritage-related matters, incorporating suitable mitigation measures and techniques based on their input.				
9-6.168	Criticism that within National Grid's published Historic Environmental Assessment Tables, Preliminary Operational Effects on Listed Buildings, National Grid list the respondents cottage as one that will suffer a 'significant negative effect' due to the Project and that 'At this time no suitable additional mitigation for these effects has been identified' admitting that the Project will cause harm to the respondents cottage	The value of heritage assets has been determined using the methodology set out within the Historic Environment Methodology. This approach was developed in accordance with established professional guidance and policy, including: Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment (Historic England, 2008) Guidance on Heritage Impact Assessments for Cultural World Heritage Properties Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (ICOMOS, 2011) Guidance and Toolkit for Impact Assessment in a World Heritage Context (UNESCO, International Centre for the Study of the Preservation and Restoration of Cultural Property (ICCROM)			X	

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		ICOMOS and International Union for Conservation of Nature (IUCN), 2022) and DMRB LA 104 and LA 106 (National Highways 2020 and professional judgement). The value of heritage assets, including the respondent's property, has been assessed not only on an individual basis but also with consideration to their broader context, where appropriate. This methodology was agreed with stakeholders (including Historic England and relevant Local Planning Authorities) during the Scoping Phase and at subsequent Thematic Group meetings. As such, the assessment is considered robust and proportionate, and that it aligns with accepted best practice.				
Information						
9-6.169	Confirmation that respondent has right of way down access track/road at Snowlings Paddock, and also that the respondent's water supply, drainage and telecoms run under the track/road and that the area has been used as a dumping site for contaminated waste	National Grid notes the respondent's feedback. If any temporary closures or traffic management are required by the contractor to facilitate the construction works, these would be agreed with all effected parties to accommodate their needs. Thank you for providing information about utilities within the track/road, this will be provided onto the contractor and any appropriate action to protect these would be undertaken by them during construction. Thank you for providing information on the existing contamination concerns this has been noted.			X	

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Mitigation						
9-6.170	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation and maintenance of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	X		X	
9-6.171	Concern that the works in the area near Pylons TB114 and TB116 will involve the loss of several mature oak trees and hedgerow / Request for a programme of hedgerow planting and tree replacement to be agreed with landowner	National Grid notes the respondent's feedback, a change has been made between TB114 and TB116 (now TB116 and TB118) which reduces impacts to the oak trees mentioned. Mitigation for the loss of trees and hedgerows forms part of Environmental Statement (ES)			X	

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		Chapter 13: Landscape and Visual (document reference 6.13) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The Project will prioritise the replanting for individual trees and small groups of individual trees within the Order Limits, offsite provision may however be required. Details of the onsite tree planting will be provided in accordance with the final LEMP or the Reinstatement Planting Plan secured in the draft DCO (document reference 3.1). National Grid's lands team will continue to work with landowners and appointed agents to answer any questions or concerns. If you have further questions or need additional details, please do not hesitate to contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-6.172	The works will involve permanent landscape intrusion to several properties owned by the landowner near Fairstead / Request discussions with	National Grid understands that the visual impact of any new electricity infrastructure is likely to be a concern for local communities and property owners and we take every measure possible to avoid communities and			X	

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	National Grid at an early stage on mitigation works and compensation	properties as much as possible. At present, UK law does not require developers to compensate for loss of view or changes to a view. If a property owner is concerned about the impact on their property, they should seek third party advice and/or contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-6.173	Request that hedgerows removed from roadsides are replanted with an appropriate mix of whips and that felled trees are replanted on a basis of 3 for 1 using locally prevalent species (e.g. Populus tremula, Alnus glutinosa) after construction in the Kelvedon area of Essex. In particular, request that the border of Populus tremula and Alnus glutinosa which need to be felled to make way for a widened road and construction haul road should be replaced with the same species mix	The plan for hedgerows is set out within the Biodiversity Net Gain Report (document reference 7.1) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) which includes details regarding replanting proposals. Indicative species lists are provided in Appendix C: Planting Schedules of the Outline LEMP (document reference 7.4) and consideration has been made in terms of proposals for locally prevalent species. National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The Project will prioritise the replanting for individual trees and small groups of individual trees within the Order Limits, offsite provision may however be required. Details of the onsite tree planting will be provided in accordance with the final LEMP or the Reinstatement			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Planting Plan secured in the draft DCO (document reference 3.1).				
Primary Access Routes / Haul Road / Construction Compounds						
9-6.174	Concern that the draft Order Limits (red outlined area) for the Project encircle residence/farm/driveway/riding arena and queries relating to this (e.g. why there is a need for the draft Order Limits and what implications and restrictions will there be from this; will any owner or person of interest in these red zones be eligible for compensation?; if the owner of a farmhouse is a different family member to the owner of the land in the red zone is the house owner still eligible for compensation?)	The Order Limits in this area are required for mitigation works to an existing UKPN 11 kV wood pole overhead line which will be taken down and placed underground. Any landowners that are included within the Order Limits would be eligible for compensation; this includes areas where either part or the whole of a land title is in the Order Limits. If a land or property owner is unsure if they are eligible for compensation, they should contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.			X	
9-6.175	Concern about the impact of Pylons TB66, TB67, TB68 and TB69, the haul road and land within the Draft Order Limits (Red Lines) for the Project on the respondent's farm near Salmons Lane (e.g. the haul	As part of the pre-application process National Grid has engaged with the relevant highways authorities, and their highways teams and National Highways to understand and gain information on their local road			X	X

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	road is proposed through a Liquid Petroleum Gas (LPG) tank site and near a bio secure area surrounding a broiler chicken unit; impact on soils and croppable area; impact on trees and hedgerows; land to the north of the main farm access road used for straw bale storage will be unusable and there is no alternative site; impact on tenant businesses; impact on residential drive if main farm access is blocked; impact on telephone line that runs from the corner of Salmons Lane/East Gores Road, up towards the farm (plan provided by respondent)), and criticism that National Grid have not provided enough information about the Project at this location (e.g. no confirmation of how farm machinery and farm employees will move around the farm and across the haul road during the Project; information on alternative provision for impacted public footpaths (list of footpaths provided by respondent); impact on 24/7 access required for farm; information on how National Grid contractor vehicles will access the haul road, and whether there will be additional vehicle movements related to the project on Salmons Lane, East Gores Road, or Tey Road, which are all used by farm vehicles)	networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). An Outline Public Rights of Way PRoW Management Plan (document reference 7.6) has been prepared and submitted as part of the Development Consent Order (DCO) application. The document details the mitigation strategy for Public Rights of Way (PRoW) during construction and Access, Rights of Way and Public Rights of Navigation Plans (document reference 2.5 Rights of Way and Public Rights of Navigation Plans) have been prepared. Individual landowners will be able to engage directly on a one to one basis with the Project Lands team to				

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		discuss site specific concerns and interactions with operations throughout the Project delivery phase. National Grid acknowledges the respondent's feedback and after further engineering assessment we have made a slight alteration to the overhead line alignment to the west of the farm and the Liquid Petroleum Gas (LPG) tanks. Pylon TB67 has been moved south and west approximately 45 m, which enables the overhead line alignment centerline to be located approximately 30 m west of the LPG tanks. This ensures that with full conductor swing the horizontal clearance is approximately 20 m to the tanks. This falls in line with the technical specifications National Grid must adhere to for electrical clearances but also "Code of Practice 1 – Part 1 – Bulk LPG Storage at fixed installations." Additionally, the overhead line proposed does not oversail the farmyard and the barns and the proposed temporary haul road is routed to the north of the LPG tanks and not through the farmyard. The access shown through the farmyard is for future operation and maintenance only and is a right of access (not physical new access tracks). The access to site for construction is along the haul road from either the northeast or southwest, the bellmouths at East Gores Road and Great Tey Road are crossing bellmouths only (not turn in and turn out). The crossings will be managed accordingly, and National Grid will continue to engage with the landowner to ensure that access to and across the farm is maintained during				

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		construction of the Project. Salmons Lane, East Gores Road, or Tey Road are not Primary Access Routes (PARs) will not have additional traffic on them during construction. If no suitable existing alternative access provision is available, a temporary alternative access would be provided The existing Openreach overhead line that runs along Salmon's Lane and East Gores Road will be underground. In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners. The overhead line will oversail the straw bale storage area which will have restrictions on what can be stored beneath the overhead line to ensure electrical clearances are maintained, National Grid will liaise with the respondent on finding a suitable alternative site. All affected landowners will be compensated for any temporary/permanent losses, and this will be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it will be assessed, please contact the Project team: • Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business				

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		Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD				
PROW (Public Rights of Way)						
9-6.176	Concern about negative impact on PROW / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.	X	X	X	
9-6.177	Criticism that the Preliminary Environmental Information Report (PEIR) does not address the impact on footpaths Silver End 14, 15, and 16 (as referenced on the Essex Interactive map) near respondent's farm (e.g. the PEIR does not explain where these footpaths will be diverted, or what alternative routes will be provided)	Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement (ES) assesses the potential effects on Public Rights of Way (PRoW), including footpaths, from the Project. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted as part of the Development Consent Order (DCO) application,			X	

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		which details the proposed management of PRoW during construction. The Outline PRoW Management Plan has defined the management of footpaths Silver End 14, 15 and 16. The footpaths will be temporarily closed for the duration of the works with managed access, that is, allowing a safe passage throughout the PRoW users. Additionally, during the underground 11 kV cable installation, footpath Silver End 14 will be diverted following a similar alignment to the existing footpath for a short period of time i.e. less than 1 week. As a result, no significant increase in journey time and trip length is expected. Footpath Silver End 15 will be diverted for a period of 15 weeks for a pylon working area and a period of eight weeks for a working area for overhead conductor stringing, with an increase in journey time of less of 3 minutes. Therefore, no significant increase in journey time and trip length is expected. As per the Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) assessment of the pedestrian, cyclist and horse-rider delays for the PRoW, there will not be a significant increase in journey time and trip distance, therefore the magnitude of impact on the PRoW is considered negligible and the overall effect has been classified as not significant.				

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Requests						
9-6.178	Concern that the Project will exasperate traffic issues on the B1018 / Request for further information regarding mitigation, duration of works, and construction hours / Suggest that work should be carried out at non-peak times	Should consent be granted in 2027, it is anticipated that construction of the Project would commence in 2027, likely starting with pre-commencement works, including site clearance activities, the installation of temporary construction compounds and access roads. It is expected the main construction works would continue through to 2031 (four years). This programme has informed the assessment of Project impacts, including traffic and transport. It is assumed that the core working hours for construction (as set out within a Requirement in the draft DCO (document reference 3.1)) would be: Mondays to Fridays: 07:00–19:00 Saturdays, Sundays, and Bank Holidays: 07:00–17:00 Full details of the construction working hours are set out in ES Chapter 4: Project Description (document reference 6.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The proposed working hours reflect the need to deliver the Project efficiently across its 184 km linear route, with construction taking place at multiple locations. Flexibility within these hours helps to optimise the sequencing of works and manage delivery within the overall construction programme. Traffic surveys and assessments of the road network, including the B1018, have been undertaken and are			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reported in Chapter 16: Traffic and Transport of the ES (document reference 6.16). The assessment, following IEMA guidelines, concluded that no additional specific mitigation was identified as necessary for Braintree Road / B1018 Witham Road at this stage. However, National Grid is committed to continuing engagement with the relevant highway authority and to monitoring traffic conditions on the B1018 during construction.				
9-6.179	Request for National Grid to clarify the specific area of the Order Limits for the Project (map provided by respondent)	The area within the Order Limits is provision to remove the existing 132 kV overhead line and install this underground where TB74 and TB75 (as in between TB70 and TB76) cross the existing overhead line.			X	
9-6.180	Request for National Grid to clarify their intentions for the area (near Witham Road) around the respondents property and their farmyard (address provided by respondent) within the draft Order Limits	National Grid notes the respondent's feedback. The access route which the respondent is referring to is to enable a permanent access route to the pylon once it is constructed should future maintenance or surveys be required. We are proposing to use existing tracks and access points for these access routes and therefore these occasionally pass through farmyards such as the respondents. There would be nothing constructed for this access and any use of it in the future would be discussed with the respondent.			X	
9-6.181	Request that should National Grid proceed with the proposed placement of Pylon TB96, they must bear	National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	the financial responsibility of the costs of building new stables, paddocks and arena	If the stables, paddocks and arena are no longer able to operate due to the Project, National Grid would compensate the owners on submission of a justified and evidenced claim.				
9-6.182	Criticism that National Grid's plans for the Project indicate that the construction route around respondents farmyard (near Pylon TB96) was needed for future access, but correspondence with National Grid confirmed that this would be used for the project, including for post construction. Request that any other proposed uses for this area are disclosed to respondent, otherwise they will not have been adequately consulted	National Grid notes the respondent's feedback. The access route previously proposed was for future survey and maintenance if required and would not have been used for construction. We are not proposing to construct anything for this permanent access route, existing tracks and roads are being used where possible. The permanent access for TB96 (now TB98) is now proposed to the north of the alignment and therefore is no longer around the respondent's farmyard.			X	X
9-6.183	Request for justification of the proposed new direct access on to the A120 between Coggeshall and Marks Tey. Any access onto the Strategic Road Network (SRN) will be required to meet Design Manual for Roads and Bridges (DMRB) standards suitable for the proposed use and no relaxations based on temporary use will be permitted	National Grid notes the feedback received and has worked with the local highway authorities and National Highways to develop our access proposals for the Project. A technical note was produced for the justification of the proposed new direct access onto the A120 which has been agreed within the Statement of Common Ground. An access point on the A120 is needed due to the length of the haul road and the lack of suitable alternatives to the Local and Major Road Networks. An assessment, following the Department for Transport's guidance, found a suitable location on the A120, which is a single carriageway not designed for high-speed traffic. The proposed temporary access, featuring a left-in, left-out	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		arrangement, will minimise disruption and meet safety requirements. This arrangement is considered appropriate as it does not significantly affect the A120's operation and aligns with the guidance for less restrictive access to non-high-speed sections of the Strategic Road Network. The A120 access has been designed and is compliant to Design Manual for Roads and Bridges standard.				
Tourism						
9-6.184	Concern about impact of the Project on tourism	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2)		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
Visual Impacts						
9-6.185	Concern about cumulative visual impact of the Project alongside existing overhead lines / concern about wirescape	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Networks to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA), presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (Document Reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in Chapter 13.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects Assessment (document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.				
9-6.186	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSECs and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect to customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
9-6.187	Criticism that Pylons TB89 to TB94 will be the tallest structures in the parish of Rivenhall, and will be visible for long distances across the countryside / Concern about impact of the Project between Pylons TB89 and TB94 on views, listed buildings, wildlife, trees, hedges and Public Rights of Way	The National Policy Statement for Electricity Networks Infrastructure (EN-5), published by the Department for Energy Security & Net Zero in November 2023 and updated in January 2024, recognises that new overhead lines can give rise to adverse landscape and visual impacts. It advises that the Holford Rules, guidelines for routeing of new overhead lines, should be embodied in proposals. A summary of the Holford Rules is provided within Appendix I22 of this report. National Grid has carefully considered the feedback received during 2022 and 2023 non-statutory consultations and the statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. The guidelines in the Holford Rules have therefore been adhered to wherever possible in the routeing and design development of the Project, whilst ensuring that the final design presents a balanced outcome. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA) and is presented in Environmental	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The LVIA includes an assessment on both landscape character and visual amenity. The visual assessment is presented in ES Appendix 13.3 Visual Baseline and Assessment (document reference 6.13.A3). The visual assessment identifies that in the area around Rivenhall, although vegetation would filter views towards the Project in places, there would be close views towards the Project from the local community including residents and users of Public Rights of Way (PRoW).				
9-6.188	Concern about the visual and environmental impact caused by Pylon TB92 on Church Road	The National Policy Statement (NPS) for Electricity Networks Infrastructure (EN-5), published by the Department for Energy Security & Net Zero in November 2023 and updated in January 2024, recognises that new overhead lines can give rise to adverse landscape and visual impacts. It advises that the Holford Rules, guidelines for routeing of new overhead lines, should be embodied in proposals. A summary of the Holford Rules is provided within Appendix I22 of this report. National Grid has carefully considered the feedback received during 2022 and 2023 non-statutory consultations and the statutory consultation the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment,	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		cultural heritage, landscape, and visual quality. The guidelines in the Holford Rules have therefore been adhered to wherever possible in the routeing and design development of the Project, whilst ensuring that the final design presents a balanced outcome. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA) and is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The LVIA includes an assessment on both landscape character and visual amenity. The visual assessment is presented in ES Appendix 13.3 Visual Baseline and Assessment (document reference 6.13.A3). The visual assessment identifies that in the area around Church Road, Rivenhall, although vegetation would filter views towards the Project in places, there would be close views towards the Project from the local community including residents and users of Public Rights of Way (PRoW).				
Wildlife/ Ecology impact						
9-6.189	Concern about impact of the Project on flightpaths for birds.	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitats Regulations Assessment Report (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed.				
9-6.190	Concern about impact of the Project on birds.	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitats Regulations Assessment Report (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Practice (CoCP) (document reference 7.2) and the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4). accompanying the Development Consent Order (DCO) application.				
9-6.191	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Ecological Management Plan (LEMP) (document reference 7.4).				
9-6.192	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-6.193	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*." Beehives can become charged if directly under an overhead line because of the electric field it produces. For existing overhead lines, this can be eliminated by screening or earthing the hive, but for new overhead lines, embedded design measures and careful routeing will avoid any potential effects. There does not seem to be evidence of EMFs adversely affecting bees directly. In the United States of America, the strip of land along power lines has been shown to be particularly attractive to bees, with these areas being utilised by commercial bee farms. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived.			X	
9-6.194	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
9-6.195	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.				
9-6.196	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
9-6.197	Suggest ecological enhancements as part of the Project	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new DCO developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental and societal benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.			X	
9-6.198	Criticism that the route has been chosen without complying with planning requirements in respect of Protected Species (e.g. as shown by the bat surveys undertaken at Rivenhall not being presented at the Witham consultation event)	Through routeing and siting, National Grid has sought to reduce as far as practicable impacts on biodiversity, including protected species. The process of routeing has taken into account existing biodiversity, the natural environment and, where practicable, sought to reduce impacts on areas of ecological sensitivity, including			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		protected species and their associated habitats, through avoidance or mitigation. At the time of the consultation events ecological surveys were still ongoing and therefore the results were not available to present. However, in line with planning requirements full protected species surveys (including bats) have now been completed and presented within the Environmental Statement (ES). ES Chapter 8: Ecology and Biodiversity (document reference 6.8) presents the findings of an assessment of the construction and operation of the Project on biodiversity and identifies appropriate mitigation measures. The assessment of effects on biodiversity has been undertaken using the standard industry approach as set out across a range of best practice guidelines (in this specific case the Bat Conservation Trust Guidelines for Professional Ecologists) and developed in consultation with statutory environmental bodies, including Natural England. A comprehensive survey effort for a range of protected species (including bats) has been undertaken and are detailed in ES Appendices 8.1 - 8.15 (document reference 6.8.A1 - 6.8.A15).				
9-6.199	Concern about impact of the Project on ancient oak tree 'Henry' at Rivenhall Place (near Pylons TB91 to TB94)	In response to feedback and assessment findings, National Grid is taking forward a modification to the alignment at this location to pass to the south of this oak tree. Whilst noting it does not qualify as a 'veteran tree'			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		per se, it is associated with the historic entrance to the Grade II* Listed Rivenhall Place.				
9-6.200	Concern about the impact of Pylons TB80 and TB81 on birds (list of species provided by respondent) and other wildlife	A range of protected species and habitat surveys have been undertaken and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority (LPA) as relevant.			X	

Chelmsford feedback

Chelmsford feedback (Statutory Consultation)

Table 9-7 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
9-7.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.2	Concern that the Project will have a negative impact on agricultural livestock (e.g. type of livestock)	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There would also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: *"There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences."*			X	
Airfields						
9-7.3	Concern about the impact of the Project on Broomfield Hospital (helipad) / Suggestion that the	National Grid has appointed an independent aviation consultancy which has engaged the principal air ambulance operator from Broomfield Hospital with	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Project is routed away from Broomfield Hospital (helipad)	regards to the helipad. Following discussion and assessment it has been determined, with the Project as currently proposed, that the helipad can continue to operate. Further information on the assessment of airfields can be found in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-7.4	Concern about the impact of the Project on light aircraft (including hot air balloons) taking off from Hylands House and Park Estate (as they have previously)	National Grid has appointed an independent aviation consultancy, who have assessed potential aviation impacts, including on ballooning activities, across the Project. Hot air balloons take off vertically and then travel with the wind. There is some control on landing e.g. to avoid obstacles or to locate a suitable landing area by firing the burners (to increase the altitude) or by opening the parachute valve to release hot air (to reduce the altitude). It is assessed that balloon pilots operating in the vicinity of the Project would have sufficient control to avoid the overhead line. The Project does not impose an unacceptable safety risk for balloons operating in the area. Further details on the consideration of aviation impacts can be found in Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application.			X	

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		Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-7.5	Concern about the impact of the Project on Napps Field (airfield) / Suggestion that the Project is routed away from Napps Field (airfield)	National Grid has considered the respondent's feedback and has identified that Napps Field (also known as Brock Farm airstrip) has now closed. Therefore no effects are expected. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).	X		X	
Community/Social Impact						
9-7.6	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with	X	X	X	

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		people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual Project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate.				

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		With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-7.7	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered during the construction phase to reduce, where practicable, disruption to education establishments. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The assessment concludes that there would be no	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		significant effects on education facilities within the study area as a result of the construction and operation of the Project.				
9-7.8	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on leisure and tourism. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include: traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	X	X	X	
9-7.9	Concern about over development of area / other works in the area (e.g. cumulative impact of existing overhead lines, A12 widening and Longfield Solar Farm installation)	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The cumulative effects assessment has considered the effects of the Project in conjunction with other existing and, or approved developments in line with guidance. As	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. The cumulative assessment has been undertaken in accordance with the overarching National Policy Statement (NPS) for Energy (EN-1) Paragraph 4.1.5 in EN-1 states: *'In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy'.* Paragraph 4.2.12 in EN-1 states: *'The cumulative impacts of multiple developments with residual impacts should also be considered.'* Paragraph 4.3.3 in EN-1 states: *'The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the Project, and also of*				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the measures envisaged for avoiding or mitigating significant adverse effects'. Paragraph 4.3.19 of NPS EN-1 states: *'The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place'.* Paragraph 4.4.5 in EN-1 states: *'The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate'.* The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in ES Appendix 17.2: Long List and Short List of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in ES Chapter 17: Cumulative Effects (document reference 6.17). The detailed assessment of shortlisted other developments is presented in ES Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3). ES Appendix 17.3: Inter-				

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		Project Cumulative Effects Matrix (document reference 6.17.A3) outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economic, recreation and tourism impacts).				
9-7.10	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about			X	

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		electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.				
9-7.11	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) identifies any measures considered to be necessary to reduce likely significant effects which would also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.	X		X	
9-7.12	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states*: "There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences."* Although	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.				
9-7.13	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) and ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) consider the potential impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from ES Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures would be in place	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to reduce impacts. These include: traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures are presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.				
9-7.14	Concern about negative impact on Quiet Lane/s	National Grid has considered the respondent's feedback and does not consider that the presence of quiet lanes is a barrier to routeing. The potential effects of their use for construction access is noted and has informed the access arrangements proposed. Quiet lanes (minor rural roads/lanes designated to pay special attention to the needs of walkers, cyclists, runners, horse riders and other vulnerable road users, providing a shared space with protection from speeding traffic) have been given consideration as part of the Landscape and Visual Impact Assessment (LVIA), which has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out the potential landscape and visual effects, including consideration of visual amenity of people travelling along quiet lanes and also impacts on landscape character which may for example be influenced by vegetation loss along quiet lanes during construction. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).			X	

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9-7.15	Concern that the pathway between Broads Green and Woodhouse Lane / Broomfield Hospital / Chelmer Valley High School (e.g. which is a school route for the all the children from the surrounding villages to Chelmer Valley High School) may be blocked during construction and potentially beyond construction / Request for National Grid to clarify how children affected are going to get to school safely / Concern about the safety impact on children getting to Chelmer Valley High School / Concern about the impact of the Project between Pylons TB143 and TB144 on pedestrian/cycle track from Broads Green to Partridge Green (e.g. as used as a direct route from Broads Green and Great Waltham Chelmer Valley High School, and to Broomfield Hospital which is a hub for buses to Stansted/Chelmsford/Braintree and surrounding areas)	Selected Public Rights of Way (PRoW) between Broads Green and Chelmer Valley School have been surveyed to understand the number of users. The surveyed PRoWs were agreed with the LHA. Footpath Great Waltham 74 registered 5 users during the weekday and 11 users during the weekend. Footpath Broomfield 1 had 92 users during the weekday and 41 users during the weekend. The Outline Public Rights of Way Management Plan (document reference 7.6) submitted as part of the Development Consent Order (DCO) application, sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) present an assessment on the potential impacts on PRoW as a result of the Project. Footpath Great Waltham 74 will be temporary closed for the duration of the works with managed access, that is, allowing a safe passage throughout of the PRoW users. In addition, during periods of approximately 8 to 15 weeks the footpath will be temporary diverted. The diversion length will slightly increase the journey time by approximately 4-5 minutes. As part of the diversion, the PRoW users will walk along Lark's Lane to access Footpath Great Waltham 78 from the east.			X	

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		Footpath Broomfield 3 will in general be temporarily closed for the duration of the works with managed access, which will allow safe passage throughout for users. However, there will be temporary diversion required for a period of approximately 8 to 15 weeks with an increase in journey time of less than 5 minutes. Footpath Broomfield 1 will in general be temporarily closed for the duration of the works with managed access, which will allow safe passage throughout for users. However, a temporary diversion will be required for a period of approximately 3 days. Footpath Great Waltham 77 will be temporarily closed for the duration of the works with managed access, which will allow safe passage throughout for users. As a result, the magnitude of impact on the PRoW is considered minor and the overall effect has been classified as not significant for these PRoW users. The Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) includes as a mitigation measure the preparation of a Driver's pack, which will identify locations where pedestrians may be walking either on the verge or in the carriageway.				
9-7.16	Criticism that the Project will hinder Chelmsford from meeting any housing targets	National Grid notes this comment. National Grid has taken into consideration the location of planning applications and housing allocations in establishing the baseline as part of the routeing and siting studies to			X	

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		minimise any potential for direct impacts on housing development site, where possible. Chapter 3: Alternatives of the Environmental Statement (document reference 6.3) and the 2025 Design Development Report (DDR) (document reference 5.15) (as well as the 2023 and 2024 Design Development Reports which are available on the Project website) describe the iterative development of the Project from the strategic proposal, draft alignment and documents the changes to the Project following the 2024 statutory consultation and additional 2025 targeted consultations. At all stages in the development of the Project, National Grid has taken into consideration local plan allocations (both adopted and emerging) as well as planning applications along the route. The 2025 Design Development Report (document reference 5.15) and the Planning Statement (document reference 5.6) outline where the Project has the potential to impact proposed or consented developments.				
9-7.17	Concern that the construction activities as part of the Project would reduce the security of the respondent's property (e.g. thieves attracted, security compromised by cutting of hedges, etc) / Concern that no measures have been communicated to the respondent about how their property and safety will be assured	Temporary construction compounds, including offices, are secured to protect the public and prevent unauthorised entry to site. Access to temporary construction compounds would be limited to specific entry points and personnel entries/exits would be recorded and monitored for both security and health and safety purposes. Working areas would be appropriately fenced. The type of fencing installed would depend on the area to be			X	

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		fenced and would take into consideration the level of security required in relation to the surrounding land and public access, rural or urban environment and arable or stock farming. For some locations the fence used may also serve to provide acoustic and visual screening of the work sites and reduce the potential for disturbance of users in the surrounding areas. Fencing would be regularly inspected and maintained and removed as part of the demobilisation unless otherwise specified. The Projects lands team would discuss and agree fencing requirements with landowners and would record any commitments i.e. retained fencing etc.as part of those discussions. If there are specific concerns any landowner has in relation to specific activities on their land, then these should be discussed and raised with the lands team.				
9-7.18	Concern that the Project will require an additional access to be provided at respondent's farm at Ramsey Tyrrells, Stock, and that this will increase security risk to the farm (e.g. risk of being robbed / trespassing)	The Project does not propose any new accesses to the respondent's farm or any of the associated farm tracks. We are seeking access rights over the existing junction between the farm track, Stock Lane and Ingatestone Road. We are not proposing anything here and access would only be in the permanent for inspection of the pylons. There will be no construction access at this point and the existing gates will remain locked.			X	
9-7.19	Concern the Project will divide the communities of Great and Little Waltham (e.g. at Pylon TB146) / and Howe Street (e.g. only village shop and a post office	Whilst noting the feedback, National Grid does not consider that the positioning of one or other service or function in one or other village is so materially affected			X	

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	in Great Waltham, and the only doctor's surgery in Little Waltham; the local vicar takes care of both churches - St Mary's in Great Waltham and St Martin's in Little Waltham; the local Guides group is in Little Waltham and the Scouts is in Great Waltham; nursery) / Concern that Pylons TB136 to TB140 at the Waltham Gap will divide Great Waltham and Little Waltham	by the proposals that it overcomes the balanced decision making not to take forward the alternative.				
9-7.20	Concern that the Project will exasperate traffic issues on the A12 near respondent's village (e.g. an incident recently took place during which an angered driver attempted grievous bodily harm	Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. Mitigation measures are proposed to minimise likely adverse impacts. The Transport Assessment (document reference 7.11), submitted with the Development Consent Order (DCO) application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. The maximum increase during the peak hour is estimated to be of 1.5% of the total traffic volume on the A12 near Chelmsford. The duration of this maximum increase is expected to be of five weeks and for the remainder of the construction period the percentage increase in traffic is projected to be lower.			X	

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9-7.21	Concern about the impact of the construction routes for Project in the area around Copfold Hall (Pylons TB177 and TB178) on residents	National Grid is committed to minimising the impact that construction would have on local residents and landowners. Where possible, National Grid has sought to keep access and construction activities away from residential properties, however in this area there are several existing constraints, such as woodland and infrastructure that the proposed construction access has been routed to avoid. We will work with landowners and residents to ensure that access to properties, agricultural land and business is maintained throughout construction, should consent be obtained.		X		
9-7.22	Concern / objection to relocation of animals at the Remus Horse Sanctuary for the Project (due to animal health impact, unique logistical needs and financial concerns)	National Grid has noted the respondent's feedback and we have amended the alignment in this location so that there is no oversail or construction works in Remus Horse Sanctuary. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.*"			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid however acknowledges that landowners may still have concerns regarding potential effects on behaviour of their animals during construction. Where this is the case National Grid will work with landowners to explore options including temporary relocation of animals [where practicable]. National Grid will also compensate landowners in line with the compensation code, which covers compensation for loss, damage and disturbance.				
9-7.23	Concern that the Project will impact charity fundraising at the Remus Horse Sanctuary (e.g. deterring visitor and impacting events)	National Grid acknowledges that the Project, especially through construction might have an impact on planned private and public events. National Grid would like to work with affected landowners to agree mitigation where possible. Where a landowner has a concern over a particular event they should contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD			X	
9-7.24	Concern about the impact of Pylon TB149 on cycling on Chignal Road and the Ride London-Essex cycle route	The assessment of recreational routes (e.g. The Ford Ride London-Essex 60) are outlined in the Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) with the Outline Public Rights of Way			X	

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		Management Plan (document reference 7.6) submitted along with the Development Consent Order (DCO) application.				
9-7.25	Concern about behaviour of construction workers for the Project in relation to students at Anglia Ruskin University (ARU) Writtle, and suggest that all workers/contractors for the Project will need Disclosure and Barring Service (DBS) clearance and training on how and how not to exchange with students	The alignment was carefully considered and, in this location, an oversail of the north-eastern corner of the college grounds was preferred over more western alternatives (for example an alignment directly north from TB164). The alternatives would have increased effects on residential amenity and lead to more woodland loss. We have reviewed this alignment and consider the decision making to remain appropriate and therefore no change is proposed. National Grid works closely with its contractors to ensure high standards are adhered to throughout the Project lifecycle. If consent is obtained, National Grid will work with its contractors and the university to ensure that any requirements deemed necessary for example Disclosure and Barring Service (DBS) clearance are implemented. However, National Grid proposes security fencing and gates for all site access points to secure the works area, the construction corridor and haul roads so the work area would not be expected to have direct interactions with students in the first instance. National Grid works closely with contractors working on its behalf and ensures that they adhere to all required safety standards.			X	

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		National Grid and its contractors would engage with affected parties to ensure emergency response plans consider occupants and usage of the area.				
9-7.26	Concern about the impact of the Project on animals at Anglia Ruskin University (ARU) Writtle, including the following: 'spooking' from construction activities; security of fields and stabling; access to grazing areas, water sources, or shelter; excavation work may disturb soil, potentially exposing horses to contaminants; Restricted movement during the construction period will affect access to exercise and mental stimulation; Construction materials can release harmful chemicals or pose physical risk; Horses may become anxious due to unfamiliar sights, sounds, and disruptions, posing risk to themselves, students and staff; Dust and pollutants from construction sites can impact respiratory health	National Grid would work with all landowners, businesses and other organisations to understand the possible impacts on them and where suitable, agree and put in place mitigation to remove or minimise the effects. National Grid is aware of the specific circumstances at Anglia Ruskin University (ARU) Writtle and would be seeking to engage further with the university to agree suitable mitigation. At present the main construction works, including the haul road, avoid the university grounds and minimal access / disruption would be required to run the conductors (overhead line) over the land. Due to the proximity of the universities land to a road crossing a temporary scaffold may be required on the university land. With regards to the use of scaffolding, we are proposing to utilise a road closure and traffic management measures to remove the requirement for scaffolding over the road. Providing this can be agreed with the highways authority, this would reduce impacts to the stable yard and would remove the required access route through the campus.			X	

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Construction impacts						
9-7.27	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	X	X	X	
9-7.28	Concern about impact on traffic levels in the local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline	X		X	

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		Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns.				

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		Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts.				
9-7.29	Concern about noise and other issues resulting from construction (e.g. the closure of public rights of way, construction materials releasing harmful chemicals, spooking horses and the impact to commuters)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best	X	X	X	

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		Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP (document reference 7.2)) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP (document reference 7.2) sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				
9-7.30	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	A strategy has been developed to manage the impact of construction vehicles on the public highway and	X	X	X	

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	(including the consideration that local roads are too narrow and bridges not strong enough)	sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the local highway authorities and National Highways. An AIL routing strategy containing details about these movements has been submitted in support of the Development Consent Order (DCO) application.				
9-7.31	Concern that the Project will impact the tributary between the garage and school at Margaretting which is liable to road flooding	Where the Project needs to cross existing watercourses, crossings would be designed in line with the criteria that have been agreed with the relevant flood risk management authorities, to maintain existing flow conveyance properties. The Project would also put in place a number of measures to capture and control surface water runoff from its footprint. These measures would ensure that the land drainage function of the watercourse at Margaretting would not be adversely impacted and that the risk of flooding of the road would			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		not be increased. The flood risk and drainage control measures that would be put in place are described in the Flood Risk Assessment (FRA) (document reference 7.9) and the Outline Code of Construction Practice (CoCP) (document reference 7.2).				
9-7.32	Criticism of the amount of potential hard access area needed for the Project	All aspects of the design (including the amount of hard access areas) take into account minimising the impact on the local environment and surroundings. The "Hard Access" areas are required for the construction activities to be completed and also in part service as permanent access roads for ease of maintenance activities.			X	
9-7.33	Criticism that the Draft Order Limits (red line boundary) in Chignall St James included the presence of utilities such as high pressure gas mains that will require safeguarding with faraday cages, further impacting landowners	National Grid has engaged with all known utility asset owners contained within the Order Limits in order to agree safe working methodologies and Electric and Magnetic Field (EMF) mitigations across Alternating Current (AC) corrosion and induced voltages required for both existing and proposed assets to operate safely in tandem with each other. The extent of these additional safeguarding works are considered minor construction activities and the existing utility providers would utilise their existing powers to undertake such works.	X		X	
9-7.34	Concern that the Project will worsen flooding along Mashbury Road / Criticism that whilst National Grid have said that there will be adequate provision, detailed plans have not been shared to support this	National Grid has completed an Environmental Impact Assessment (EIA) for the Project. The results are presented in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the			X	

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		construction of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project to support and inform the EIA. The FRA describes the measures that will be put in place to manage construction and operational flood risk and land drainage impacts to ensure the development is safe from flooding over its lifetime and that off-site flood risk is not increased. Through capture, storage and attenuation of rainfall runoff from all new impermeable areas of land cover using suitable sustainable drainage measures, the Project would not contribute to existing surface water flooding issues at Mashbury Road. ES, Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) includes consideration of potential impacts on flood risk from all relevant sources, including both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life.				
9-7.35	Concern about the impact of the Project on access to property near to Pylon TB173 (e.g. due to impact on business)	The only proposed access to TB173 is from the temporary haul road to the south which would be accessible during construction and then removed or the permanent access from the east and Margaretting Road. The permanent access is only for annual inspections and surveys and would typically be accessed by 4x4 or pick-up style vehicles or by foot.			X	

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		Access to any properties or businesses would remain unaffected. If any losses are incurred by a business due to a direct impact from the Project, this would be dealt with through compensation on a case-by-case basis.				
9-7.36	Concern that there is a risk of flooding in the area of The Walthams	A Flood Risk Assessment (FRA) (document reference 7.9) has been produced to address the risks of flooding that may be generated from construction of the Project and its operation. The FRA (document reference 7.9) assesses flood risk from the River Chelmer and its tributaries that drain the land local to The Walthams and also assesses surface water and groundwater sources of risk. It describes the measures that are embedded into the Project design and that would be put in place to manage construction and operational flood and land drainage impacts. These controls have been devised in consultation with relevant flood risk and land drainage authorities to ensure the development is safe from flooding over its lifetime and that off-site flood risk is not increased.			X	
9-7.37	Concern that the village of Little Waltham is known to flood from the River Chelmer and that more groundwork in the area could cause additional flood risks	National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the			X	

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		Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project to support and inform the ES. The ES includes consideration of potential impacts on flood risk from all relevant sources, both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life. The FRA (document reference 7.9) describes the measures that would be put in place to manage construction and operational flood and land drainage impacts to ensure the development is safe from flooding over its lifetime and that off-site flood risk is not increased.				
9-7.38	Concern that existing gas pipelines run through the site proposed for the Project (near Roxwell)	National Grid take the utmost care in interacting with third party assets such as gas pipelines, we have engaged and are collaborating with all known pipeline owners (Exolum and National Gas in this specific interaction near Roxwell) within the Order Limits to negotiate and agree safe working methodologies during design and construction.			X	
9-7.39	Concern that the Limits of Deviation go over a floodplain, resulting in safety issues for workers, the residents of Little Waltham, and the environment	National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental			X	

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		Statement (ES) (document reference Volume 6: Environmental Statement) that will accompany the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project to support and inform the EIA. The ES includes consideration of potential impacts on flood risk from all relevant sources, both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life. The FRA describes the measures that would be put in place to manage construction and operational flood and land drainage impacts to ensure the development is safe from flooding over its lifetime and that off-site flood risk is not increased.				
9-7.40	Criticism that the B1002 will be used by construction traffic to build haul roads / The B1002 was once designated a protected road, runs through a conservation area, and fronts the local village primary school	Following comments received at consultation, including feedback from the Local Highway Authority, National Grid has reviewed this proposed Primary Access Route. Our assessments have not identified a suitable alternative access route to this section of temporary haul road. As part of the pre-application process National Grid has engaged with the relevant authorities, and their			X	

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		highways teams and National Highways to understand and gain information on their local road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Local village primary schools in Ingatestone and Margaretting fall beyond the Local Study Area for community facility assessment in the Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15). No assessment has been undertaken on the receptors as no direct land take or disruption to direct access are anticipated from the community facilities. Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the				

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		assessment of the potential impacts of the Project on the roads forming the Primary Access Routes located on the Local Road Network. This assessment uses the changes in traffic flow to identify the effects on vehicle/passenger delays, road safety, and impact on pedestrians, cyclists and horse-riders including severance, amenity and fear and intimidation. The assessment of the B1002 found there would be temporary slight adverse residual effects resulting from the Project which would not be significant with the proposed mitigation measures introduced. This includes mitigation outlined within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and includes construction traffic along the B1002 avoiding school pick-up and drop-off times past Margaretting Church of England Primary School. The Margaretting conservation area and associated buildings were assessed as part of the Environmental Impact Assessment (EIA), and findings are documented in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11) and supported by ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The assessment concludes that the Project would have no impact on the conservation area and associated buildings. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA and reported in ES Chapter 13: Landscape and Visual (document reference				

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		6.13). The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people in communities and using public rights of way). Chapter 13: Landscape and Visual (document reference 6.13) is supported by ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This appendix sets out the assessment for visual receptor areas including F11 Margaretting and Stock, which is relevant to this feedback relating to the section of the Project near Margaretting and the B1002.The assessment reported that visual effects are most likely to be significant from within Margaretting, noting there would be very limited visibility of the proposed overhead line from Margaretting, including its conservation area, due to the dense woodland cover in this area, and vegetation along the A12. This includes the B1002 and the school.				
9-7.41	Concern that Roxwell has flooded since the brook was straightened a few hundred years ago, and despite funding being secured to stop this flooding, this has still not been actioned / Criticism that now National Grid propose the Project in the area	As demonstrated in the Flood Risk Assessment (FRA) (document reference 7.9) that has been undertaken and submitted with the Development Consent Order (DCO) application, proposed pylons in the vicinity of Roxwell have been positioned to avoid fluvial floodplains. The FRA assesses flood risk from a range of sources and identifies the flood risk management and control measures that are either integrated into the Project's design e.g. runoff capture and attenuation features or secured via the Outline Code of Construction Practice			X	

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		(CoCP) (document reference 7.2) to be put in place by the appointed contractor(s). These measures would ensure that the Project does not contribute to local flooding issues at Roxwell.				
9-7.42	Suggest that the temporary haul road between Pylons TB181 and TB182 should utilise the existing culvert for access to the adjoining field to the south (e.g. to mitigate impact on trees) (plan provided by respondent)	National Grid welcomes this detail and has reorientated the haul road to utilise this existing crossing.			X	X
9-7.43	Concern about the impact of the Project on access to respondent's farm on Back Lane, Stock (e.g. as this is the only way in and out of the property and is used by business and residents)	National Grid notes the respondents feedback and is committed to minimising the impact that construction will have on local residents and landowners. We will work with landowners and residents to ensure that access to properties and business is maintained throughout construction, should consent be obtained.			X	
9-7.44	Criticism that the Wash already regularly suffers from floods, both winter and summer, as do all the land and lanes around Wardrobers, Lawness Barns and along the Wid / Concern that the Project will contribute to the flooding of the whole area, yet delays due to flood being classed as low risk	National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.			X	

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		A Flood Risk Assessment (FRA) (document reference 7.9) has assessed the potential impacts of the Project on flood risk in the area surrounding Lawness Barns and the Wid. This includes consideration of all relevant sources of flooding, including surface water and fluvial risk. Based on modelling and national flood mapping, these receptors are not located within areas of high flood risk, but National Grid recognises that local feedback has identified seasonal flooding concerns. The FRA concludes that the Project will not increase flood risk to these receptors and includes mitigation measures such as controlled drainage design and surface water management to prevent any off-site impacts. These measures will be secured through the design process and are reflected in the Environmental Statement. National Grid will continue to engage with relevant stakeholders to ensure that the final design responds appropriately to localised flood concerns.				
9-7.45	Suggest that any upgrades to existing tracks to provide haul roads for the Project near Anglia Ruskin University (ARU) Writtle should be solid surfaced (e.g. not gravel or Type 1 surfaces) to mitigate damage to horses' feet	National Grid is not expecting to construct any roads within the university grounds. If this access is required, we would use the existing access through the site and may need trackway across the paddocks to the proposed scaffold position. We would discuss any requirements with the university. With regards to the use of scaffolding, we are proposing to utilise a road closure and traffic management measures to remove the requirement for scaffolding over the road. Providing this can be agreed with the highways authority, this would			X	

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		reduce impacts to the stable yard and would remove the required access route through the campus.				
9-7.46	Concern that the Project may result with non-compliance with education regulations for Anglia Ruskin University (ARU) Writtle (e.g. Education and Skills Funding Agency (ESFA) and Office for Students (OFS) regulations) due to disruption from construction	National Grid does not expect any impact on the universities compliance with education regulations because of construction of the Project. If consent is obtained, we would discuss any requirements with the university prior to construction.			X	
9-7.47	Concern about impact of the Project on drainage ditch into which the fields to the west and north of respondent's property on Mashbury Road (address provided by respondent). This ditch links with the roadside ditch to the north and feeds a culverted drain which runs along the road facing boundary of the respondent's property and then continues below ground, parallel and adjacent to the water main, before emptying into the ditch further to the south on Mashbury Road. Concern that any damage or blockage to this drain could cause dangerous flooding on Mashbury Road, and request that, in the event any work is done to or around this drain, National Grid should provide clarity as to who is responsible for ensuring the drain is suitably maintained in the future	National Grid will instruct a drainage consultant to provide pre and post construction drainage plans to identify existing drainage Where it is reasonable and proportionate to do so, the construction working width will be restored to a condition no worse than recorded at the pre-construction drainage assessment. The pre-construction drainage assessment will be undertaken immediately prior to the commencement of construction. If land drainage cannot be provided to reinstate the land to the same standard as the pre-construction drainage assessment, the landowner will be compensated.			X	
9-7.48	Criticism that pylon has been relocated into respondents field to avoid floodplain and horses at a horse sanctuary, yet respondents suffer from	Pylons can be positioned within floodplains but there is a preference to avoid this where possible. In this location the alignment was changed following the 2023 non-			X	

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	flooding too, and pylons as part of the Project are located in a flood plain further up the line	statutory consultation to move pylons out of mapped floodplain to reduce construction risk and in doing so, reduced oversail of the sanctuary. Further adjustment moved the pylons within the field to reduce the risk of construction areas being within flood zones. The pylons as proposed are not within mapped floodplain areas and no change is proposed. National Grid has completed the Environmental Impact Assessment (EIA) for the Project including a Flood Risk Assessment (document reference 7.9). The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.				
9-7.49	The track over which National Grid proposes to cross with the haul road into respondent's neighbour's fields two sides is a main use track in use every day for purposes of farm business, private and personal use and our business / Request that the respondent is always granted priority right of way	Priority to the track would be maintained and the construction traffic crossing it would be required to give way.			X	
9-7.50	Concern that closing of public road outside of respondent's farm will impact daily business / Request that the road outside of respondent's farm	The proposed approach for road closures and management (including in relation to the public road outside the respondent's farm) is set out in approach for			X	

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	remains open 24 hours 7 days each week so there is no impact on respondent's daily business	road closures and management is set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). It is anticipated that roads would only be closed where this is required for safe working. Temporary closures may be required for works including the construction of bellmouth junctions, highway mitigation, installation of buried cabling, and stringing of overhead lines / netting. If no suitable existing alternative access provision is available, a temporary alternative access would be provided.				
9-7.51	Request for National Grid to confirm that all of the stone will be removed and that the top soil will not be contaminated and densely compacted by their actions, machines and the transportation of loads across respondent's field (e.g. which the respondent has been informed will service the building of 15 pylons)	Details of the proposed haul road arrangement are provided in Section 5.6 of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). This includes a standard detail showing the typical layout of the haul road is shown on drawing AENC-NG-ENG-DWG-0003. It is proposed that the haul road allows for associated features such as storage of topsoil and subsoil. It is proposed that these are stored separately to reduce the risk of contamination and would be reinstated at the end of construction.			X	
9-7.52	Concern about issues for construction of the Project through Margaretting (e.g. due to many underground streams down the hills which together with the heavy Essex clay)	National Grid has secured measures to maintain existing hydrological function and drainage regimes within the Project boundary, through inclusion of a range of commitments within the Outline Code of Construction Practice (document reference 7.2). These measures have been informed by the hydrology and soils impact assessments that have been undertaken to inform the			X	

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		Environmental Statement (ES). The confirmation of soil types through Margaretting has been supported by detailed Agricultural Land Classification (ALC) surveys, with full details provided in ES Appendix 6.1 Agricultural Land Classification Report (document reference 6.6.A1). A Flood Risk Assessment (FRA) (Document reference 7.9) has also been prepared, and this demonstrates how flood risk and land drainage will be managed and describes how existing land drainage routes will be maintained and the measures that will be put in place to ensure no increase to flood risk, which is a key requirement of the National Policy Statement (NPS) for Energy Infrastructure.				
9-7.53	Concern that the Project passes through a large hazardous substance site safeguarding zone near Newney Green. This is likely to be a former gravel pit and now contains two areas of hazardous waste, with a contaminated land category 4. The proposed route contains four additional large areas of contaminated land in the middle or on the edge of the proposed route as well as several small sites. The final route needs to be very carefully planned to avoid disrupting any of these sites. National Grid should liaise directly with Essex County Council (ECC) on this matter, as the waste and minerals authority. It may also be necessary to liaise with the Health and Safety Executive (HSE).	Geotechnical risk assessment in the Newney Green area has identified the Newney Green East Landfill within proximity to TB167 and TB168, the pylon positions proposed remain outside the zone of hazardous waste. National Grid will continue to engage with the owner of the Newney Green landfills to verify their site boundaries and to agree construction and access methodologies in proximity to the sites. All pylons have been sited to fall outside of the known boundary of historic landfill sites. Pylons within these areas have been assessed through our geotechnical risk assessment of the route. Landfill owners have been contacted by the Projects land agents as parts of the geotechnical investigations		x		

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		completed to date. Environmental testing was also undertaken at the proposed pylon positions to assess for any contamination leakage that may be occurring from the landfill site (none were found).				
9-7.54	Concern that the presence of construction vehicles along with associated construction equipment, will inevitably generate pollution, which will naturally drain into the Roxwell Brook, causing polluting water to flow into the Chelmer River and subsequently into the Hanningfield Reservoir / Concern that the proposed Access Road near the Roxwell Brook, is prone to flooding and the Project which further increases the risk of pollution / Criticism that for these reasons, this is an environmentally suitable location for pylons or haul and access roads	The potential for construction activities to generate pollution and impact water environment receptors is assessed in Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) of the Environmental Statement (ES). The assessment describes a range of measures that would be put in place to manage and treat construction worksite runoff/drainage and to ensure suitable storage, use and monitoring of potentially polluting construction materials and activities. These mitigation measures are secured through inclusion within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and would safeguard the quality of watercourses and waterbodies. A range of measures specific to working in areas that are prone to flooding and drainage issues are also secured and are detailed in the Outline CoCP.	X			
9-7.55	Request that National Grid assure that all construction traffic will be prevented from using local roads including within or at the parish of Roxwell (e.g. beyond the identified A roads within the Parish)	National Grid is not proposing to route through Roxwell. National Grid has worked with the local highway authorities and National Highways to develop the access proposals for the Project. Our assessments have included visibility and highway geometry. As part of the design of the access proposals we are agreeing specific prescribed routes, known as Primary	X			

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		Access Routes (PARs) which the contractor would be required to use. Routes not prescribed as a PAR would not be used for construction access.				
9-7.56	Concerns about Vicarage Lane being unavailable during construction, as it is needed for access when there is flooding in the Roxwell area	National Grid has carefully considered the feedback. Vicarage Lane would not be used for construction access or during construction. Construction traffic would only be permitted to use the prescribed Primary Access Routes to access the haul roads sections.	X			
9-7.57	Request that National Grid provide a written commitment to not utilise any of the small lanes within Roxwell Parish for any works traffic for the duration of the Project, beyond the already identified A roads within the Parish	National Grid has worked with the Local Highway Authorities and National Highways to develop our access proposals for the Project. As part of the design of the access proposals we have agreed specific prescribed routes, known as Primary Access Routes (PARs) which the contractor will be required to use. This has been noted in the Driver Information pack which all vehicles attending site will be required to follow additionally all vehicles are to be fitted with GPS. We are not proposing to use any of the small lanes in the Parish of Roxwell for access to or from the haul road. The roads within the Parish of Roxwell proposed to be used are the ones highlighted as Primary Access Routes.	X			
9-7.58	Concern about the impact of construction traffic on Cow Watering Lane leading from Lordship Road to the Equine Unit on Anglia Ruskin University (ARU) Writtle student minibus route from the main campus	National Grid has carefully reviewed the comments. It is not proposed to use Cow Watering Lane for construction access, and no bellmouths are proposed at this location during the construction. However, as part of the enabling			X	

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	to both Sturgeons Farm and the Equine Unit which operates on an hourly basis, and suggest that construction traffic for the Project should not use this route (e.g. due to safety risk and disruption to class attendance)	works, Cow Watering Lane would be required for a temporary shutdown of approximately one or two days while the scaffolding is installed to allow for the overhead lines to span across the road. This would be done with engagement with the Local Authority and the nearby college to find a suitable time and date. Prior notice to the closure would be given beforehand.				
9-7.59	Request that no construction traffic is allowed within the Writtle village envelope nor use at any time be made of Cow Watering Lane, Victoria Road, Newney Green Road, Highwood Road, Nathan's Lane and any access to Margaretting Road is from the south and the A12 (e.g. as such construction traffic should be restricted totally to the A1060 and the A414 along Greenbury Way)	National Grid has carefully reviewed the comments. As part of the design of the access proposals we have agreed specific prescribed routes, known as Primary Access Routes (PARs) which the contractor would be required to use during construction. This routes and associated management and mitigations to ensure they are used are set out within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). It is not proposed to use Cow Watering Lane, Newney Green Road, Highwood Road, and Nathan's Lane for construction access. However, as part of the enabling works, Cow Watering Lane would be required for a temporary closure to vehicles while the scaffolding is installed to allow for the overhead lines to span across the road, for approximately one - two days. This would be done with engagement with the local authority and the nearby college to find a suitable time and date. Prior notice to the closure would be given beforehand. Furthermore, construction traffic would not be using Margaretting Road as an access point for construction vehicles. Construction access is limited to the PAR	X			

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		which uses A414 and A1060 to access the haul road. The associated impact of which is outlined within the Chapter 16: Traffic and Transport.				
Consultation						
9-7.60	Comment supportive of engagement that has taken place / feel listened to	National Grid notes the respondent's feedback.		X	X	
9-7.61	Comment supportive of the Project in this section	National Grid notes the respondent's feedback.			X	
9-7.62	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	X		X	
9-7.63	Larks Lane is a protected lane, but it is not included in the April 2024 report which indicates the volume of listed, protected properties and environmental locales that would be affected by the Project	National Grid has carefully collected data, including protected lanes data (including Larks Lane) from relevant local authorities, to inform the Historic Environment Assessment, found in the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), which forms an integral part of the Environmental Impact Assessment (EIA) for the Project. The historic landscapes which include elements such as protected lanes, have been assessed through site visits and extensive desk-based research. A Landscape and Visual Impact Assessment (LVIA) has also been undertaken as part of the EIA. The LVIA sets out the potential landscape and visual effects, including consideration of visual amenity of people travelling along protected lanes and also impacts on landscape character which may for example be influenced by vegetation loss along protected lanes during			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		construction. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13).				
9-7.64	Concern about the analysis of landscape, visual and historic environment (e.g. locally valued landscapes have not been considered in the GIS mapping; landscape character assessment data has not been reviewed), including inconsistencies between the assessment of Section K and Section L (e.g. in relation to 'grain' of the landscape; woodland planting was mentioned as a mitigation measure for Section K but not Section L; the proposed country park at RAF Boreham was referred to for Section L, but Public Rights of Way (PRoWs) and long distance routes were not mentioned for Section K; in relation to Conservation Areas), and criticism that National Grid have used this inconsistent information to select the preferred route for the Project	It is not clear whether the respondent's comments are comparing like with like given that there is now more detail available for corridor K than was available when the selection of corridor K over others (including L occurred). The preference for corridor K was determined with comparable data for corridors L and K amongst others. As the Project developed and new information became available, we backchecked previous decisions but did not consider the additional detail for corridor K to alter the previous decisions.			X	
9-7.65	Paragraph 156 of the National Planning Policy Framework (NPPF), agrees that elements of many renewable energy projects, such as this project to transfer energy from wind farms across the country, will comprise inappropriate development, and paragraph 5.11.36 of the National Policy Statement for Energy (NPS EN-1) states that when located in the Green Belt, energy infrastructure projects may comprise 'inappropriate development' and	The Development Consent Order (DCO) application is accompanied by a Planning Statement (document reference 5.6). The Planning Statement includes an assessment in accordance with National Policy Statement (NPS) EN-1 (para 5.11.20) to determine whether the Project may be inappropriate development within the meaning of Green Belt policy; and if the Project (or any part of it) may be inappropriate development, and demonstrating that very special circumstances exist, meaning that the harm by reason of		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	inappropriate development is by definition harmful to the Green Belt with references to the NPPF	inappropriateness and any other harm, is outweighed by other considerations. To connect a new transmission connection to Tilbury Substation, it will be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1 - A summary of the Holford Rules is provided within Appendix I22 of this report).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open.				
9-7.66	Paragraph 5.11.37 of the National Policy Statement for Energy (NPS EN-1) states that very special circumstances are not defined in national planning policy as it is for the individual decision maker to assess each case on its merits and give relevant circumstances their due weight. However, it does that state that substantial weight is given to any harm to the Green Belt when considering any application for such development, while taking account, in relation to renewable and linear infrastructure, of the extent to which its physical characteristics are such that it has limited or no impact on the fundamental purposes of the Green Belt designation. Very special circumstances may include the wider environmental benefits associated with increased production of energy from renewables and other low carbon sources	National Grid notes this comment. The consideration of Green Belt matters is principally set out within the Planning Statement (document reference 5.6). The Planning Statement (document reference 5.6) sets out how the Green Belt designation were taken into account in the consideration of alternatives and options through the strategic options and more detailed corridor and routeing and siting studies. National Grid considers that the benefits of the Project significantly outweigh any potential harm predicted. As required by Section 104(7) of the Planning Act 2008, the benefits of the Project must be outweighed against any adverse impacts identified in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) The Planning Statement (document reference 5.6) demonstrates that any unavoidable adverse environmental effects which may		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		remain following mitigation are outweighed by the public benefit that would accrue as a result of the Project and, for the purposes of Section 104(7) of the Planning Act 2008, that any adverse impacts would not outweigh the benefits of the Project.				
9-7.67	Criticism that National Grid have not requested an access licence to assess the impact of the Project on respondent's property	National Grid is currently and will continue to carry out survey works across the Project where required. The types of surveys required in each area of land will vary and may be determined by a number of different factors i.e., permanent or temporary works, type of land and seasonal requirements. If a landowner is concerned that National Grid has not carried out survey works on their land and would like to confirm why, they should contact the Project's lands team. If National Grid has not contacted you regarding carrying out surveys on your land, then access is not required.			X	
9-7.68	Concern that the Chelmsford Local Plan has not been considered for the Project (e.g. impact on proposed residential development not addressed in the April 2024 Design Development Report (DDR))	National Grid has carefully considered the identified feedback and engaged with the relevant authorities and developers in respect of the housing proposals coming forward. In the Chelmsford Local Plan - Adopted 2020 and Pre-Submission (Regulation 19) Document from February 2025 there is no interaction/overlap with housing allocations along the route. More generally we consider it possible for the overhead line to substantially co-exist with the housing proposals by attention to routeing. In one location in Brentwood we have no	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		option but to route through an area allocated but have sought to reduce the interaction by routeing within the 80 m wide safety zone associated with the high pressure gas pipeline to the western edge of the housing proposals. In that case no alternative connection route is available and the use of underground cable leads to a direct loss of development area in contrast with the proposed overhead line design. We have available a guide for developers which identifies opportunities to closely position housing in the immediate vicinity of an alignment.				
9-7.69	Criticism that National Grid have changed the Project to be further away from Ingatestone Hall but have not done the same for Langleys despite both properties being Grade I listed (e.g. National Grid have accepted the additional cost and environmental impact of a longer route at Ingatestone Hall but not at Langleys despite comparable impact on heritage)	The change at Ingatestone responds to a range of factors including effects on the Grade I Listed St Giles Church and the relationship between Buttsbury Church and the valley. A change in design would not lead to a design inconsistent with policy in the Wid Valley and the slight realignment is necessary. At Langleys the revisions to the Project (adopting a number of low height pylons) following statutory consultation do lead to a design consistent with policy without a need for substantive change of route. No change is therefore proposed.			X	
9-7.70	Concern that the development guidelines and principles set out by English Heritage and the Landscape Character Assessment produced for Chelmsford City Council and neighbouring districts has not been considered for the Project	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA), which includes an assessment of landscape and visual effects. The approach to the LVIA follows professional guidance as set out in Appendix			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes Guidelines for Landscape and Visual Impact Assessment (GLVIA3), as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13) and builds on the preliminary information and detail provided in the Preliminary Environmental Information Report (PEIR). The methodology has been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The document sets out all data sources used to inform the baseline and the assessment of landscape effects. This includes a range of detailed landscape character sources from national to local level, and designated landscape publications, including the Braintree, Brentwood, Chelmsford, Maldon and Uttlesford LCAs (CBA, 2006). The methodology also sets out how value judgements are made and explains that the judgements give consideration to the natural heritage, cultural heritage, landscape condition, associations, distinctiveness, recreational, perceptual (scenic and tranquillity) and functional qualities of the landscape. Valued features are considered when making these judgments. A historic landscape characterisation section was written for each section of the Order Limits within the document 6.11.A1 Historic Environment Baseline Report. The				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Chelmsford area was located within Section F. Two of the research materials used for this section were: Chelmsford Borough Council/Essex County Council, 2010, Chelmsford Borough Historic Environment Characterisation Project and Chris Blandford Associates, 2006, Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessments, CBA: Environment Landscape Planning. These were deemed an appropriate to source of information for this section and characterisation,				
9-7.71	Criticism that the Report by Alison Farmer that Broomfield Parish Council commissioned has not been considered by National Grid	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA), which includes an assessment of landscape and visual effects. The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes GLVIA3, the 2013 third edition of the 'Guidelines for Landscape and Visual Impact Assessment' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and builds on the preliminary information and detail provided in the Preliminary Environmental Information Report (PEIR). The methodology and approach is set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1) and has been agreed with relevant			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		stakeholders and the assessment prepared by qualified and experienced landscape professionals. The document sets out all data sources used to inform the baseline and the assessment of landscape effects. This includes a range of detailed landscape character sources from national to local level, and designated landscape publications, and the East Anglia Green Energy Enablement Consultation – June 2022 Review of Consultation Documentation in Relation to Sections K (ET1) and L (ET5), (Alison Farmer Associates, 2022).				
9-7.72	Comment supportive of National Grid's decision that the Project does not follow a more western alternative towards Pleshey, as noted in the Design Development Report at sections 5.4.179 to 5.4.186 inclusive (e.g. reduced heritage impact, reduced visual impact, cheaper, shorter)	National Grid notes the respondent's feedback.			X	
9-7.73	Criticism that the following baseline evidence has not been referenced in the Preliminary Environmental Information Report (PEIR): - Chelmsford Local Character Assessment (LCA) (2006) which is more recent than the Essex assessment and provides greater detail on key characteristics and sensitivity, noting especially skyline development and church towers. - Valued qualities of the valley as set out in Great Waltham Village Design Statement, including Special Landscape Area and key views.	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA), which includes an assessment of landscape and visual effects. The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes Guidelines for Landscape and Visual Impact Assessment (GLVIA3), as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA is presented in ES Chapter 13: Landscape and Visual			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	- Importance of relationship between key built heritage, parkland and valley setting which is not fully explored (although it is noted in heritage assessment). - Limited reference to tranquillity and effects of the proposed development on this quality due to scale of the landscape and proposed development. The nature of the characterising effects described in the PEIR is currently limited. The significance of effects and likely difficulties in satisfactorily mitigating these effects should be explored further (in relation to the PEIR Landscape Character - Volume III Part 4)	(document reference 6.13) and builds on the preliminary information and detail provided in the Preliminary Environmental Information Report (PEIR). The methodology and approach is set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1) and has been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The document sets out all data sources used to inform the baseline and the assessment of landscape effects. This includes a range of detailed landscape character sources from national to local level, and designated landscape publications, including the Chelmsford Local Character Assessment (2006). We note the reference to the Great Waltham Village Design Statement. The methodology also sets out how value judgements are made, and explains that the judgements give consideration to the natural heritage, cultural heritage, landscape condition, associations, distinctiveness, recreational, perceptual (scenic and tranquillity) and functional qualities of the landscape. Valued features are considered when making these judgments.				
9-7.74	The following criticisms were made regarding the viewpoints 6.18 from Langleys which are representative of the effect in the Chelmer Valley: - It is not clear if this viewpoint and wireline takes account of lower height pylons. It would be useful if the pylons shown on the wireline are numbered, so	National Grid has engaged with a range of stakeholders including Statutory Environmental Bodies (SEBs) and relevant local planning authorities throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations, and these have been agreed as far as			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	that they can be cross referenced with the plans. - Churches are local landmarks and contribute to local distinctiveness and sense of place as noted in the Chelmsford Local Character Assessment (LCA). Given they are highlighted in the heritage assessment it would be expected that their contribution to sense of place is noted in the landscape character effects as well as key views. - Additional viewpoints from Main Street looking south towards church at Great Waltham and also from Wheelers Hill looking southwest towards the church at Little Waltham within the context of rural view to the west, should be considered in order to more fully explore the nature and extent of effects of the proposed development on the wider area, given the range of constraints and sensitivities.	possible. A selection of viewpoints have been used to produce technical visualisations to support the Landscape and Visual Impact Assessment (LVIA) in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). Technical visualisations illustrate the Project design, which includes low height pylons on the eastern edge of Langley's Park near Great Waltham. These visualisations will assist stakeholders and ultimately the Planning Inspectorate in understanding the likely effects of the Project on landscape character and on views from specific points. The technical visualisations (document reference 7.12) are accompanied by maps illustrating the viewpoint location and viewing directions in relation to the Project. Pylons are numbered on the accompanying map pages and the location of low height pylons is identified. Viewpoint 6.18: Langley's Park, north of Great Waltham (document reference 7.12.F174) illustrates how the Project would appear in views from the landscape to the north of Great Waltham. Other nearby viewpoints include: Viewpoint 6.16 Chatham Hall Lane, north of Little Waltham (document reference 7.12.F172), which illustrates how the overhead line would appear to the west of Langley's Park; Viewpoint 6.13 B1008, Little Waltham (document reference 7.12.F169), which illustrates how the overhead line would appear to the west of Little Waltham; and Viewpoint 6.04 Public Right of Way, Broad's Green (Great Waltham 85) (document				

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		reference 7.12.F160) which illustrates how the overhead line would appear at Broad's Green. Additional historic environment viewpoints have been prepared from within the grounds of Langley's Park (HE7 and HE8). The LVIA in ES Chapter 13: Landscape and Visual (document reference 6.13) sets out the data sources used to inform the landscape and visual baseline and assessment. This includes a range of detailed landscape character sources from national to local level, and designated landscape publications. The methodology in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1) sets out how value judgements are made and explains that the judgements give consideration to the natural heritage, cultural heritage, landscape condition, associations, distinctiveness, recreational, perceptual (scenic and tranquillity) and functional qualities of the landscape. Valued features are considered when making these judgments, including churches.				
9-7.75	Criticism that there are gaps in the evidence base used to inform preliminary judgements and limited analysis of issues and effects within Section F (the Walthams area) / Suggest that the new evidence highlighted by the respondent is taken into account and should inform scheme design and mitigation	The Preliminary Environmental Impact Report (PEIR) was prepared in accordance with the Nationally Significant Infrastructure Projects Advice Note 7 (June 2020) and was a preliminary document that reflected the Project's proposals at statutory consultation. A desktop analysis and series of surveys (including within the Walthams area) have now been completed to inform the baseline of the environmental assessment.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		A complete Environmental Impact Assessment (EIA) has now been carried out and the results are presented in Environmental Statement (ES) (document reference Volume 6: Environmental Assessment) which accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment, resulting from the construction and operation of the Project and recommends appropriate mitigation measures to reduce effects.				
9-7.76	Concern that National Grid did not take into account the relative ease of undergrounding the Distribution Network Operator (DNO) 132 kV line when considering ET5 from the Corridor Preliminary Routeing and Substation Siting study (CPRSS) / Suggest that the Project is rerouted as per ET5 from the CRPSS (Corridors Q and L from the CPRSS) instead of following ET1 (Corridor K from the CPRSS) / Suggest that National Grid take into account that the section of the 132 kV line crossing the Longfield Solar Farm could potentially be undergrounded and replaced by the Project (Norwich to Tilbury (N2T))	The potential to parallel the existing overhead lines (including by replacing the 132 kV overhead line with underground cable has been considered previously. It is acknowledged that there are some locations where this would be achievable but equally there are locations where effects are increased and also locations such as near Sandon where the presence of homes and other features and constraints does not provide sufficient space for the routeing of either a 400 kV overhead line or underground cable.	X		X	
9-7.77	Criticism that the short distance from the southern end of Corridor L to Corridor S near Runwell (from the Corridor Preliminary Routeing and Substation	Regardless of the ability to get to Rayleigh in the manner described, National Grid has previously reported on the challenges of progressing a connection from Rayleigh to	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Siting study (CPRSS)) was not examined by National Grid (e.g. Runwell is very close to Rayleigh main station, so linking Corridor L seems an obvious option to examine, particularly with regard to the possibility of undergrounding the 132 kV line and replacing it with the Project) / Suggest that the possibility of routing the Project along corridor L and then via Rayleigh must be thoroughly considered and consulted upon	complete the requirement to connect to Tilbury. The main reasons remain valid which is the interface with Special Protection Areas (SPA) and Special Areas of Conservation (SAC) and their associated species. The relevant legislation requires alternatives (where they are available) to be followed and the alignment to the west of Chelmsford provides that alternative. Over and above this there are also considerable route constraints which would make the connection to Tilbury Substation or Tilbury North substation challenging.				
9-7.78	Suggest that National Grid consider Broomfield Neighbourhood Plan and related documents (e.g. in order to gain a good understanding of the landscape and natural environment setting of Broomfield)	National Grid notes this comment. Whilst the Project would be considered against the policy context contained in National Policy Statements (NPS) EN-1 and EN-5, consideration has been given to the submission version of the Broomfield Neighbourhood Plan (January 2024). Further details are presented in the Planning Statement (document reference 5.6) and Policy Compliance Document (document reference 5.7).	X			
9-7.79	Criticism that the amendment of the Project in 2023 to avoid running parallel to Hylands House and Park is not sufficient mitigation and it means the overhead line would run on to higher land, closer to a number of woodland tracts and footpaths around Edney Common and Highwood (including the publicly accessible land at Millgreen Common)	National Grid has considered alternatives further to the west, further from Hylands Park, and utilising in part shorter routes within shallow valleys. None can be taken forward as they are not preferred due to the crossing, to varying degrees of ancient woodland. In the absence of any new evidence no change is proposed to the previous conclusions drawn.	X			
9-7.80	Concern that the adopted Writtle Neighbourhood Plan (and AECOM Writtle Design Guide) has not	The Writtle Neighbourhood Plan forms part of the statutory Development Plan for Chelmsford and	X			

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	been taken into consideration (e.g. which identifies landscape views as highly valued by the community through in-depth public consultation)	accordingly has been subject to review. This is reported in the Policy Compliance Document (document reference 5.7). A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1. The LVIA has been produced by Chartered Landscape Architects, based on findings of desk top research and backed up by numerous site visits as outlined within this methodology. The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, including consideration of relevant policies within adopted Local and Neighbourhood Plans such as Key Views. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).				
9-7.81	Criticism that there was not a consultation event in Writtle, and suggest that an event should be held at Writtle College or the Equine Unit / Writtle Village Hall	During National Grid's statutory consultation, we held 14 public information events at locations along the route. This included an event at Chelmsford Racecourse. When deciding on the venues for these events we had to consider capacity, accessibility, and availability. If anyone was unable to attend our events, we also held six public webinars where we presented the same information that was available at the events and had			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		members of the Project team available to answer questions.				
9-7.82	Criticism that the postcode provided for the Chelmsford consultation event was incorrect (e.g. directed attendees to the incorrect racecourse entrance)	The post code we provided for Chelmsford Racecourse was consistent with the address they have listed on their website. If people could not locate the event, we had signage around the site and members of staff outside the event. If anyone was unable to attend our events, we also held six public webinars where we presented the same information that was available at the events and had members of the Project team available to answer questions.			X	
9-7.83	Criticism that 20 public notices for the Project were attached to a pole with a single cable tie at Little Waltham two miles from where they should have been displayed at several locations near Chatham Green and Great Leighs	All public notices are placed as close as reasonably practicable to the location they refer to. In some instances, notices are placed in multiple locations to ensure that the public see them. Once put in place, notices are checked weekly, replaced where needed and then removed when no longer required. If a member of the public believes a notice has been placed in the incorrect location, they should contact the Projects lands team.			X	

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Design Change						
9-7.84	Oppose the use of underground cables	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the statutory consultation, targeted consultations and landowner consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that 'the government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project has incorporated suitable consideration of the existing			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		environment, ecology and site ground conditions based on site specific survey data.				
9-7.85	Suggest a minimum distance that the Project should be sited from residential areas / residences	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Appendix I22 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations and landowner consultation, we have modified the alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties or other receptors. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). This assesses the impact of the Project and identifies the need for additional mitigation if required.			X	
9-7.86	Suggest that existing overhead lines in this section should be removed	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.				
9-7.87	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with NPS EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.				
9-7.88	Suggest that the existing overhead lines in this section are reinforced / upgraded instead	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations would be required to accommodate the changing demands on the network.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.89	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line would be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the Environmental Statement (ES). In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual amenity. The LVIA is presented in				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.90	Suggest that the Project should run in closer to / parallel to the existing overhead lines	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.				
9-7.91	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in NPS EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.				
9-7.92	Suggest that underground cables are used in populated / residential areas	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at all populated or residential areas in this section would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.93	Suggest that Project follows railway lines in this section instead / Suggest that overhead lines for rail are upgraded instead	It is not possible to upgrade the overhead wires above the railway to carry the amount of power that the Project is required to be designed to transmit. No change is proposed to this aspect of the feedback. Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling would reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which would necessitate multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential properties, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment. A summary of the Holford Rules is provided within Appendix I22 if this report. The Design Development Reports for 2023 and 2024 which can be found on the Project website, and the 2025 Design Development Report (document reference 5.15) present				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		further detail on the reasons for not routeing as suggested as well as the justification for the preferred arrangements.				
9-7.94	Suggest that where the Project crosses the A12, alternative pylon designs that are visually enhanced are used	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T-pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T-pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T-pylons are not proposed for the Project.				
9-7.95	Suggest that the alternative route proposed at Little Waltham and Great Waltham is reconsidered to reduce impact on heritage, conservation areas, and properties provided by respondent / Disagree with National Grid's decision to reject route provided by respondents previously	National Grid considered a more westerly alignment, which is preferred by the respondent, which is routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards towards Chignal Smealey. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and, 2024 Design Development Reports published in subsequent consultations, found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which is preferred by the respondent. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. No change is proposed. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.96	Suggest that Project uses underground cables around Ingatestone	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Ingatestone would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.97	Suggest that the Project uses underground cables at the Walthams (e.g. to avoid impacting conservation areas)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Great and Little Waltham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.98	Suggest that haul roads are routed away from Anglia Ruskin University (ARU)'s equine campus fields (e.g. to avoid negative impacts on horses, education, and business)	This feedback has been implemented. The proposed haul road does not pass through Anglian Ruskin University's (ARU's) equine campus fields. With regards to vehicular access requirements for the construction of the proposed scaffold tower required for the stringing activities, the Project proposes to temporarily close the eastern section of Cow Watering Lane to allow for two methods of construction; 1) Temporary closure for the duration of the stringing removing the need to the scaffold towers. 2) Temporary closure for a short period of time to unload scaffold into the adjacent fields, access into those fields would still be required in agreement with the landowner, however the number of people accessing the site would be reduced. National Grid would do its utmost to work with the college to minimise impact and disruption. This is reflected in a commitment within the Outline Code of Construction Practice (CoCP) (document reference 7.2). As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: *"There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.*"			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. In addition to the potential direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, with particular focus on equestrian activities. Furthermore, an assessment on potential effects of the Project on health and wellbeing is included within Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10). This chapter considers the perception of impacts arising from EMFs of the Project in relation to mental health and wellbeing				
9-7.99	Suggest that the Project uses underground cables near Writtle (e.g. to prevent the Project from surrounding the village with overhead lines on three sides)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Writtle				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.100	Suggest that the Project uses underground cables between Pylons TB133 and TB148	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between TB133 and TB148 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.101	Suggest rerouting the Project between Pylons TB138 and TB140 to mitigate impact on residents	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS)			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		published as part of the 2022 non-statutory consultation and in the 2023 and, 2024 Design Development Reports published in subsequent consultations, found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project alignment and for the reasons stated the eastern and western alternatives are not progressed. We have also considered pylon type and localised alignment variations responding to feedback from Historic England and other stakeholders. This includes the stakeholder feedback in this case to re-route TB138 to TB140. We do consider that a low height lattice pylon will be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the Grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting. To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford Road and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, would progress using the defined Limits of Deviation (LoD) with the use of two standard pylons between TB143 and the river with four low height pylons to the north of the river in place of three low height pylons shown on the works plans.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
9-7.102	Suggest that that National Grid reroute the Project to go north of Great Waltham, then south to Chignall Road (e.g. to mitigate impact on the environment, heritage, residences, and working farms)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go north of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and, 2024 Design Development Reports published in subsequent consultations, found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
9-7.103	Suggest that underground cables are used for Pylons TB180, TB185, TB190, and TB200 (e.g. to mitigate impact on the countryside and views)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at TB180, TB185, TB190, and TB200 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.104	Suggest that the Project follows the A130 / A12 east of Chelmsford, where there are already a line of pylons (e.g. to minimise the visual impact on the landscape) / Suggest that the Project should follow the existing pylons to the east of Chelmsford given that this also follows a major road / Suggest that the Project should be routed in the 'white land' to the east of the A130 (e.g. the direct route between the Boreham and Rawreth substations) / Suggest that the Project is routed to the east of Chelmsford near the railway, A12 and existing pylons	In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and 2024 In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go to the east following the existing pylons) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and, 2024 Design Development Reports published in subsequent consultations, found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5km to 3km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.105	Suggest that the Project follows the A12, A130 and A13 to Tilbury, where there are already pylons along the roadside	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to follow the A12, A130 and A13 to Tilbury where there are already pylons) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Reports, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5km to 3km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
9-7.106	Suggest that Pylons TB139 and TB140 are relocated to mitigate impact on residence and conservation area	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Reports, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. We have also considered pylon type and localised alignment variations responding to feedback from Historic England and other stakeholders. This includes the stakeholder feedback in this case to re-locate TB139 and TB140. We do consider that low height lattice pylons will be beneficial for a section of the route north of the River Chelmer. This is a revision aimed				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the Grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting. To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford Road and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, will progress using the defined LoD with the use of two standard pylons between TB143 and the river with four low height pylons to the north of the river in place of three low height pylons shown on the works plans. An Environmental Impact Assessment of the Project has been undertaken and the findings (including effects on residents) are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
9-7.107	Suggest the use of underground cables for the Project to the west side of the Waltham pinch point,	National Grid has carefully considered the feedback proposing the use of underground cable along the route,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	possibly adjacent to or overlapping the eastern edge of Langely Park to avoid the Ash Tree Corner site (the unsuitability of this pinch point has been recognised by National Grid in their 2024 Design Development Report)	the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Great and Little Waltham nor to the west of the Walthams would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES),Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.108	Suggest that Pylon TB139 is relocated to mitigate impact on ancient village site / iron age settlements, which would otherwise be destroyed / Concern about the impact of Pylon TB139 on the remains of ancient settlements at Ash Tree Corner, Little Waltham and Listed Buildings / Suggest that archaeological digging and preservation works will be required in the area around Pylon TB139	National Grid has worked to minimise potential impacts on the historic environment through strategic routeing and siting measures. The results of archaeological fieldwork and heritage assessments, including a review of known archaeological sites such as the pre-Belgic Iron Age remains identified in the early 1970s, have informed the design process. We have engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and have taken their views into account as the Project has developed. National Grid has completed a thorough assessment of the historic environment and cultural heritage assets. Based on this review there is no current evidence of significant archaeology located within the Order Limits in this location'. We have also	X		X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		conducted assessments, including site visits and desk-based research, to evaluate the setting of the heritage assets surrounding the pylon TB139 (now TB140) to understand their value. The adjacent route and pylon siting is material to the positioning of pylons near Ash Tree Corner. We have considered pylon type and localised alignment variations responding to feedback from Historic England and other stakeholders. We consider that a low height lattice pylon will be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting. To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford Road and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, will progress using the defined LoD with the use of two standard pylons between TB143 and the river with four				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		low height pylons to the north of the river in place of three low height pylons shown on the works plans. The revised alignment represents a considered response to consultation feedback, balancing the need to reduce heritage impacts with other environmental and technical constraints. The potential impact of the Project on heritage assets such as Scheduled Monument at Ash Tree Corner (1002140) and the conservation areas of Great and Little Waltham has been fully assessed. The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice. A full list of sources is provided in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and through thematic working group meetings, including regular engagement with Historic England and relevant local planning authorities. The impact of the Project on the has been assessed. As detailed in the ES, Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2), the assessment concludes that during the construction phase, there				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would be a not significant adverse effect on the asset at Ash Tree Corner. Required mitigation measures for below ground archaeological remains potentially associated with the asset are located within the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5), and further mitigation is outlined in the Outline Code of Construction Practice (CoCP) (document reference 7.2). These documents also include provisions should unexpected archaeological remains be identified during construction.				
9-7.109	Suggest that Pylons TB137, TB138 and TB139 are moved away from Little Waltham (e.g. in particular suggest that Pylon TB138 is moved 300 – 400 metres into or near to the wood where it would be screened from Little Waltham and from the houses on the Chelmsford Road and Chatham Hall Lane) / Concern about the impact of Pylons TB137, TB138, TB139, and TB140 on Little Waltham and Great Waltham (e.g. impact on archaeology; visual impact of Pylon TB137 on the White Hart Pub and Taylor's Park; Pylons TB138, TB139 and TB140 are located within Drury's 500 m archaeologically sensitive zone)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. We have also considered pylon type and localised alignment variations responding to feedback from Historic England and other stakeholders. This includes the stakeholder feedback in this case for various changes around TB137 to TB140. In terms of the specific change proposed, this would move the alignment to a position where it would be within the Grade II registered park and garden at Langleys and would lead to direct loss of some trees. This is considered to be in conflict with the relevant policy in the National Planning Policy Framework as it	X		X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would be expected to be potentially considered as substantial harm. As such this particular change is not proposed. We do consider that a low height lattice pylon would be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the Grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting. To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford Road and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, would progress using the defined Limits of Deviation with the use of two standard pylons between TB143 and the river with four low height pylons to the north of the river in place of three low height pylons shown on the works plans. The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and applicable local development plan policies. A full list of sources is provided in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement. The assessment methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and through thematic working group meetings, including regular engagement with Historic England and relevant local planning authorities. Should the Project encounter archaeological remains during ground works or during archaeological assessment activities i.e. geophysical survey or archaeological trial trenching (should the local planning authorities archaeological advisor deem it necessary as the areas in question is within an archaeologically sensitive area), then any required mitigation measures would be put into place. These are located within the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5), and further mitigation is in the Outline Code of Construction Practice (CoCP) (document reference 7.2).				
9-7.110	Suggest that Pylons TB138 and TB139 are shortened to 35 m or less to minimise the impact on	Firstly, it should be noted that in the statutory consultation TB135 to TB137 were standard lattice pylons so whilst their particular positioning allowed the	X		X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Little Waltham village (like TB135, TB136 and TB137 have been)	height to be kept down they were not as low as 35 m. We have also considered pylon type and localised alignment variations responding to feedback from Historic England and other stakeholders. This includes the stakeholder feedback in this case to reduce the height of TB138 and TB139. We do not consider that T pylons are an appropriate design selection, as in this case they would be viewed against vegetation and appear more stark than the alternative lower height lattice pylon. We do however consider that a low height lattice pylon would be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the Grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting. To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford Road and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, would progress using the defined Limits of Deviation with the use of two standard				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		pylons between TB143 and the river with four low height pylons to the north of the river in place of three low height pylons shown on the works plans. This includes TB138 as a low height design lattice pylons. Lower height lattice pylons have the potential to be positioned at the same span lengths as standard lattice pylons, though in practice some adjustments are required because of the wider lower crossarm and its interaction with terrain and potential additional vegetation clearance requirements. It is also relevant to note additional construction and maintenance risks associated with the use of a low height lattice design are amongst factors guiding their relatively infrequent use. The main reason for considering the change of pylon type was to reduce the visibility of pylons from the Grade I Listed Langleys House, in particular from the rear of the house down a designed avenue, and reduce effects on the Grade II Registered Park and Garden. Whilst noting that the effects arising from an overhead line using standard lattice pylons on heritage assets comprise less than substantial harm, it was noted that for the Grade II Registered Park and Garden at Langleys the effects that could overall be considered to be in the higher range of less than substantial harm. With the use of low height lattice pylons the effects were reduced into lower range of less than substantial harm.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		In terms of landscape and visual considerations, lower height lattice pylons are useful where a reduction in the height of a pylon, as seen in views from visual receptors such as residents or communities, leads to a lesser effect. When considering lower height pylons, careful thought should be given to the effects resulting from the greater footprint that is occupied by a lower height pylon, in addition to their generally bulkier and more dense profile. Lower height pylons can provide landscape and visual benefits in some scenarios, for example where a reduction in pylon height means that views of the tops of pylons are screened by intervening woodland. In other scenarios they can increase adverse visual effects, for example where they are located relatively close to visual receptors without intervening filtering vegetation and are likely to appear bulkier and more noticeable in views. In the area between the Walthams both standard lattice pylons and low height lattice pylons have been tested. There are benefits for potential heritage effects from low height pylons (low height required from north of the river). The closest residential receptors would be unlikely to experience an overall benefit from lower height pylons and effects are likely to remain similar to full height pylons (subject to individual receptor positioning and intervening screening). Subtle shifts in pylon locations can provide benefits for visual receptors at a location, these shifts can conversely result in a transfer of effects onto other visual receptors. This would sometimes be the case in the settled area between the Walthams,				

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		where residential properties are scattered along the study area. In terms of landscape, effects on landscape character are likely to be similar or greater due to the introduction of lower height pylons into the shallow valley area between Little Waltham and Great Waltham. The increased width of the structure mean greater levels of tall vegetation clearance could be required, subject to pylon positioning. Overall, there is no ecology reason in policy terms, to trigger the need to change the route from the 2024 preferred draft alignment nor adopt a different pylon design. Overall whilst there is no positive benefit in landscape and visual terms, the weight in policy terms given to heritage assets leads to a conclusion that the use of a section of low height pylons is preferred for the north of the river. This includes TB138 from the statutory consultation. Feedback leads to the conclusion that pylons south of the river including TB139 from the statutory consultation are more appropriate as standard lattice to reduce visual effects for those in nearby properties and travelling between the villages.				
9-7.111	Suggest that the Project should be undergrounded between Little Waltham and Great Waltham conservation areas	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Great and Little Waltham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.112	Suggest that if the use of underground cables is adopted, the line of the trench is located to the west side of the Waltham pinch point, possibly adjacent to or overlapping the eastern edge of Langley Park (e.g. to avoid the Ash Tree Corner site)	National Grid notes the respondent's feedback, alternative alignments to the west of the Walthams have been reviewed and were considered less preferred as outlined in the 2024 Design Development Report found on the Project website and the 2025 Design Development Report (document reference: 5.15). We have also carefully considered the feedback proposing the use of underground cable at the Walthams, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present,	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Great and Little Waltham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.113	Support the 'Alternative Western Route' at Chelmsford as per the Design Development Report / Criticism that that National Grid dismissed the 'Alternative Western Route' due to the cost associated with the longer length, even though this route would reduce the impact on residential and heritage amenity (e.g. listed buildings, archaeology, conservation areas, scheduled ancient monument, listed park and garden)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to adopt the western alternative) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Reports, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5km to 3km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment of the Project has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
9-7.114	Suggest that Pylons TB99, TB100, TB101 and TB102 are relocated (i.e. to mitigate impact on residents, leisure, agriculture, and the environment) / Concern about impact of Pylons TB99, TB100, TB101 and TB102 on Faulkbourne	National Grid has considered the respondent's feedback, we have routed and sited the alignment in accordance with the Holford Rules (provided in Appendix I22). In order to change the location of TB99 to TB102 (TB101 to TB104), we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We are therefore not proposing to make a change to the alignment at this location. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.115	Suggest that Pylons TB169 and TB170 are relocated (e.g. to mitigate impact on residences, heritage, property value, and visual impact)	National Grid has reviewed the alignment between TB169 and TB176 (now TB171 and TB178), including a backcheck on the alternatives assessed prior to the statutory consultation. All alternative routeing options which would straighten the draft alignment between TB168 and TB176 (now TB170 and TB178) would result in direct impacts to and loss of ancient woodland, because of these impacts these alternatives are not being taken forward at this stage. On this basis no change has been proposed to the alignment at this location.			X	
9-7.116	Suggest that the Project uses the alternative route to the west of Great Waltham (e.g. to mitigate impact on heritage) / Suggest that the Project should be routed further West at Little Waltham and Great Waltham	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go further west at Little Waltham and Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Reports, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5km to 3km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment of the Project has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.117	Suggest that Pylon TB139 is relocated as far as possible north-east to make it more obscured by trees, at least in summer	National Grid notes the respondent's feedback, whilst any individual pylon can be moved to a degree independently of the ones adjacent to it, movement beyond a few metres has the potential to have knock on effects. In considering the feedback we also responded to a preference to avoid veteran trees by a slight change to the alignment. We have moved TB139 (now TB140) to the north somewhat but cannot move it to the north of the river to benefit from screening without the pylon to the south moving to the north side of the road just south of TB139's original position but defeating the object of the move. The change we have made moves TB139 closer to the river where it would benefit from being backclothed (reducing the visibility of the pylon) but without requiring the pylon to the south to move to the north of the road. This change in combination with a change to a low height pylon design to the north of the river is considered to go someway to meet the request.			X	X
9-7.118	Suggest the Project is rerouted to be south of Colchester (e.g. to save cost due to a shorter route, and to mitigate the impact on villages and transport)	National Grid's consideration of the strategic proposal that meets the identified needs of the Project was set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) in 2022 and has been backchecked in the Strategic Option Backcheck and Reviews (SOBR) published in 2023 and 2024. In the absence of new evidence or further factors being identified this remains National Grid's preferred strategic proposal for the Development Consent Order (DCO) submission. Consideration of other route and corridor alternatives			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		was published within the CPRSS as part of our 2022 non-statutory consultation with routes to the north of Colchester favoured because of the potential effects on designations such as Special Protection Areas (SPA). Alternative corridors and routes east and south of Colchester were considered and present challenge to the success through their effects on ecologically important areas. The constraints of the SPA designations unchanged and are still considered to require the adoption of a route not affecting these designations if one is available. Such a route is adopted by the Project.				
9-7.119	Suggest Pylon TB139 is relocated north-east and reduced in height (e.g. to mitigate impact on village)	National Grid notes the respondent's feedback, whilst any individual pylon can be moved to a degree independently of the ones adjacent to it, movement beyond a few metres has the potential to have knock on effects. In considering the feedback we also responded to a preference to avoid veteran trees by a slight change to the alignment. We have moved TB139 (now TB140) to the north somewhat but cannot move it to the north of the river to benefit from screening without the pylon to the south moving to the north side of the road just south of TB139's original position but defeating the object of the move. The change we have made moves TB139 closer to the river where it would benefit from being backclothed (reducing the visibility of the pylon) but without requiring the pylon to the south to move to the north of the road.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We have also considered pylon type. We do not consider that T pylons are an appropriate design selection, as in this where they will be viewed in most cases against vegetation and appear more stark than the alternative lower height lattice pylon. We do however consider that a low height lattice pylon will be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the Grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting. To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford Road and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, will progress using the defined LoD with the use of two standard pylons between TB143 and the river with four low height pylons to the north of the river in place of three low height pylons shown on the works plans.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.120	Criticism that National Grid have not used a direct straight line between Pylons TB144 and TB155 / Suggest that Pylon TB148 is moved westwards, so this line of pylons can be straightened (e.g. to move this line of pylons further away from residential properties, Broomfield hospital, Chelmer Valley High School, Broomfield Primary School, and new housing development)	National Grid has reviewed the alignment between TB144 and TB155 (now TB146 and TB157), in the vicinity of Bushy Wood and the request to move the alignment to the north-west of the wood. Following further assessment, if the alignment was to move to the north-west of the woodland it would be closer to properties on Woodhall Hill than the properties at Beaumont Otes Farm on the alignment, therefore it is proposed that the alignment remain to the south-east of Bushy Wood. We had previously proposed a slight change to the alignment to move closer to Bushy Wood and straighten the overhead line, removing the angle pylon at TB150 (now TB152), this moved the alignment slightly further away from properties at Beaumont Otes Farm. We are therefore not proposing a change to the alignment at this location.			X	
9-7.121	Suggest the Project is rerouted to run across undeveloped farmland to the west of the Walthams (e.g. locating the Project further away from Broomfield Hospital, Farleigh Hospice, King Edwards Grammar School sports field, and the villages of Parsonage Green, Broads Green, Patridge Green, St Andrews and Melbourne)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go west of the Walthams to avoid areas such as Broomfield Hospital and villages such as Parsonage Green) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and in the Design Development Reports, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment of the Project has been undertaken and the findings are presented in the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
9-7.122	Suggest that the Project is relocated away from Little Waltham with shorter pylons used	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go north of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Reports, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5km to 3km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Whilst we have not changed the route we have also considered pylon type and localised alignment variations responding to feedback from Historic England and other stakeholders. We do not consider that T pylons are an appropriate design selection, as in this where they will be viewed in most cases against vegetation and appear more stark than the alternative lower height lattice pylon. We do however consider that a low height lattice pylon will be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the Grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and its setting. To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford Road and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, will progress using the defined LoD with the use of two standard pylons between TB143 and the river with four low height pylons to the north of the river in place of three low height pylons shown on the works plans. An Environmental Impact Assessment of the Project has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
9-7.123	Suggest the Project is rerouted to follow an alternative route through farmland to the north and west of Little Waltham	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go north and west of Little Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Development Reports, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5km to 3km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment of the Project has been undertaken and the findings are presented in the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
9-7.124	Suggest Pylons TB155 and TB156 are relocated further away from residential properties / Concern that Pylon TB155 covers a high mound	National Grid has considered the respondent's feedback, we have routed and sited the alignment in accordance with the Holford Rules (provided in Appendix I22 of this report). In order to change the location of TB155 and TB156 (now TB157 and TB158), and to move TB155 off higher ground we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We are therefore not proposing to make a change to the alignment at this location. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.			X	
9-7.125	Suggest that Pylon TB190 is relocated west to TQ66594 98563 (grid reference) and TB191 is relocated west to TQ66545 98268 (grid reference) to allow a straight line to be achieved to the next change of direction at approx TQ6631 97643 (grid reference) so this pylon would not need to be moved (e.g. to mitigate the impact of the Project on farming, with one less field affected and the new locations on	We have considered this feedback in conjunction with other feedback about the positioning of pylons relative to Buttsbury Church. As a result of this we have modified the position and a number of pylons to achieve the change sought. The effects of the Project are assessed and presented in the Environmental Impact Assessment (EIA) and this has identified any need for additional mitigation. The results of the EIA are provided in the			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	field boundaries which do not interfere with farming to the same extent)	Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.126	Suggest that the Project uses underground cables over the ridgeline and for the diversion the Project takes to avoid Ingatestone Hall	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Ingatestone and the surrounding area would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.127	Suggest that the Project uses underground cables within vicinity of the two cottages at CM4 9PA	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Buttsbury and Ingatestone Road would meet the thresholds established by paragraphs 2.9.14 and 2.9.23				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.128	Suggest that the Project is extended higher halfway between Stock and Ingatestone and continuing through to the A12 access point at the bottom of Three Mile Hill just after Margaretting (e.g. to mitigate impact on residents, schools and birds, and to provide a straighter more direct link up to the section going around Writtle)	This alternative alignment was considered within the 2024 Design Development Report from paragraphs 5.4.197 which can be found on the Project website. National Grid do not consider these to provide a more direct route once the range of constraints to routeing are taken into account. As set out in the 2024 Design Development Report effects are transferred by the change of alignment and in some cases increased. Given that the shortest option is around 1 km longer and thus less consistent with the Holford Rules (which guide to the use of the most direct and thus shortest routes) it was considered less preferred. A summary of the Holford Rules is provided within Appendix I22 of this report. In the absence of new evidence or the identification of further factors we consider the suggested alternative to be less preferred and no change is proposed. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.129	Suggest that Pylons TB144 to TB140 are relocated further away from Great and Little Waltham	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to relocate TB140 to TB144 further away from Great Waltham and Little Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Reports, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment of the Project has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
9-7.130	Suggest that Project is rerouted to pass the east of Chelmsford and join other overhead lines from Fairstead between Boreham and Hatfield Peveral to join the current route at T189 Billericay (e.g. to mitigate impact on the rural areas to the west of Chelmsford)	In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and 2024 Design Development Reports (available on the Project website), National Grid set out the challenges associated with routeing to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference, no new factors have been identified nor new evidence provided nor identified to reduce the greater effects or address the constraints to routeing. As such the eastern alignment remains less preferred and no change has been proposed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.131	Suggest that the Project is rerouted between Pylons TB150 and TB155 to be at least 1km further north west (e.g. to mitigate impact on future housing)	The route development has considered allocated housing sites as well as sites coming forward within Regulation 18 consultation exercises for the next local plan. No such sites are crossed by the Project alignment. There is also no guidance that specifies that overhead pylons need to be at a specific distance from residential property and nothing that identifies a distance in excess of 1 km from future housing. On this basis no change is proposed. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.			X	
9-7.132	Suggest that the Project is rerouted to skirt around to the north of Howe Street and further to the north-west of Chelmsford (e.g. to mitigate the impact on Great Waltham and Little Waltham)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go to the north of Howe Street and further north west of Chelmsford) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Reports, National Grid set out the challenges associated with routeing either further to the west or to the east of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment of the Project has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.133	Suggest that Pylon TB139 is relocated as far as possible to the north-east (rerouting to the West of Great Waltham) to mitigate impact on property, and to avoid likely impact on the remains of pre-Belgic Iron Age settlements dating from 3rd to 1st centuries BC (identified and recorded as part of investigations undertaken in the early 1970s)	National Grid does not consider a deviation from TB139 (now TB140) to the west to be appropriate as the route would have to turn northwest (the feedback states both north-east and to the west but the west is more likely). to bypass properties and would be longer with greater effects than an alternative that was looked into. In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has worked to minimise potential impacts on the historic environment through strategic routeing and siting measures. The results of archaeological fieldwork and heritage assessments, including a review of known archaeological sites such as the pre-Belgic Iron Age remains identified in the early 1970s, have informed the design process. National Grid has considered alternative alignments (which includes that suggested by the respondent to go to the west of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Reports, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. In response to feedback received during the statutory consultation, including comments from Historic England and other stakeholders, the alignment in the area surrounding Great Waltham, where Pylon TB139 (now TB140) is located, was revised in March 2025. These revisions aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham conservation areas. As part of this refinement,				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the alignment was shifted and lower-profile pylons were introduced to minimise visibility and reduce the impact of the infrastructure on the historic landscape and its setting. Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11), provides a detailed assessment of potential effects on both designated and non-designated heritage assets, including those of archaeological interest. Where non-designated assets have been assessed as being of medium or high value and within the 250 m study area, their settings and potential for significant effects have been considered in accordance with the agreed methodology. Where impacts to archaeological remains are assessed in ES Chapter 11: Historic Environment (document reference 6.11) these would be subject to archaeological mitigation as set out and secured in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). The Outline CoCP (document reference 7.2) and Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) include provision for appropriate action should unexpected archaeological remains be found during construction.				
9-7.134	Suggest that the Project is rerouted to an alternative route (as suggested by Little Waltham Parish Council) and further from the Ash Tree Corner	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Scheduled Monument, or at the very least that the height of the pylons is reduced	alignments (which includes that suggested by Little Waltham Parish Council and further from Ash Tree Corner) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Reports, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. We have also considered pylon type and localised alignment variations responding to feedback from Historic England and other stakeholders. We do not consider that T pylons are an appropriate design selection, as in this where they will be viewed in most cases against vegetation and appear more stark than the alternative lower height lattice pylon. We do however consider that a low height lattice pylon will be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the Grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting. To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford Road and a relatively direct view from a home and for				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		these reasons is less preferred. The Project, subject to confirming certain technical details, will progress using the defined LoD with the use of two standard pylons between TB143 and the river with four low height pylons to the north of the river in place of three low height pylons shown on the works plans. An Environmental Impact Assessment of the Project has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
9-7.135	Suggest the Project is rerouted east of Chelmsford to follow route provided by respondent (map provided by respondent)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go east of Chelmsford) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and 2024 Design Development Reports (available on the Project website), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment of the Project has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
9-7.136	Suggest the Project is rerouted to be further north when travelling west of Chelmsford	In response to feedback received during the 2024 statutory consultation and the 2025 targeted			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go further north when travelling to the west of Chelmsford) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Reports, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment of the Project has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
9-7.137	Suggest that underground cables are used for the Project between Great Waltham and Little Waltham	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Great and Little Waltham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.138	Suggest that Pylon TB139 is relocated to mitigate heritage impact	National Grid has worked to minimise potential impacts on the historic environment through strategic routeing and siting measures. The results of archaeological fieldwork and heritage assessments, including a review of known archaeological sites such as the pre-Belgic Iron Age remains identified in the early 1970s, have informed the design process. Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11), provides a detailed assessment of potential effects on both designated and non-designated heritage assets, including those of archaeological interest. Where assets have been assessed as being of medium or high value and within the 250 m study area, their settings and potential for significant effects have been thoroughly considered in accordance with the agreed methodology. The revised alignment (including movement of TB139) represents a considered response to consultation feedback, balancing the need to reduce heritage impacts with other environmental and technical constraints. The potential impact of the Project on heritage assets such as settlement site at Ash Tree Corner and the conservation areas of Great and Little Waltham has been fully assessed and details can be found in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2). Other effects have been assessed and are presented in the Environmental Statement (ES)			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference Volume 6: Environmental Statement) and this has identified any need for additional mitigation.				
9-7.139	Suggest that Pylon TB147 is relocated to mitigate impact on roman temple site in Dragonsfoot Field, Broomfield / Concern about the impact of Pylon TB147 on roman temple	National Grid has sought to reduce, as far as practicable, impacts on the historic environment including through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment. Following design refinements, the pylon previously referenced as TB147 is now TB149. As part of the Environmental Impact Assessment (EIA), National Grid has undertaken a robust and proportionate assessment of the impact of the Project on the Roman temple (6062). This assessment was undertaken in accordance with a methodology developed in line with best practice and discussed and agreed with key stakeholders, including Historic England, during the scoping process and subsequent thematic working group meetings. The assessment is documented within ES Chapter 11: Historic Environment (document reference 6.11), ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1), ES Appendix 11.2: Historic Environment Assessment Tables of the Environmental Statement (ES). It concluded that during the construction and operation phase, there will be a			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		significant effect on the asset due to changes in its setting. Required mitigation measures are presented in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) and the Outline Code of Construction Practice (document refence 7.2).				
9-7.140	Criticism that Pylons TB152 and TB151 will be highly visible from Public Rights of Way (including Footpath 26) having an impact on leisure and mental health and wellbeing	Impacts on Public Rights of Way (PRoW) as a result of the construction and operation of the Project are assessed in Chapter 13: Landscape and Visual (document reference 6.13), Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Chapter 16: Traffic and Transport (document reference 6.16) of the Environmental Statement (ES). Through routeing and siting, National Grid has sought to reduce as far as practicable potential impacts on the landscape and on views and visual amenity, including careful siting of pylons and screening (both new and existing) to reduce impacts where possible. A visual assessment of likely views from Chignall Saint James, near pylons TB152 and TB151 (now TB154 and TB153), has been carried out as part of the Landscape and Visual Impact Assessment (LVIA) which has been undertaken as part of the Environmental Impact Assessment (EIA). The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes the 3rd Edition	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Guidelines on Landscape and Visual Impact Assessment (GLVIA3). The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). Impacts on health and wellbeing (physical and mental) arising from changes to PRoW and other health-related environmental change (such as views and visual amenity) are considered in Chapter 10: Health and Wellbeing (document reference 6.10). Taking account of the information provided in Chapter 13: Landscape and Visual, no permanent likely significant effects on health and wellbeing (physical or mental) are identified.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.141	Concern that Pylons TB147 to TB150 would negatively impact eight footpaths, one bridleway and Bushy Wood	In the Environmental Statement (ES), Chapter 16: Traffic and Transport (document reference 6.16) provides an assessment of the pedestrian, cyclist and horse-rider delays for the Public Rights of Way (PRoW). In the ES, Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) provides an assessment of the accessibility of PRoW that fall within the Order Limits. The ES is submitted as part of the Development Consent Order (DCO) application and includes details about the level of impact created and the mitigation proposed. The Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) submitted as part of the DCO application sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The Outline PRoW Management Plan (document reference 7.6) has defined the management of the PRoW in the vicinity of Pylons TB147 and TB150. The PRoW would be temporarily closed for the duration of the works with managed access, that is, allowing a safe passage throughout of the PRoW users. Footpaths FP 214 5, FP 214 31 and FP 214 9 would be temporarily diverted to avoid crossing the Project during construction. The diversion route is expected to have variable durations between 2-2.5 months for footpaths FP 214 5 and FP 214 31 and for the whole duration of works for FP 214 9. However, the diversion routes follow	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		a similar alignment to the existing footpath, resulting in a minimum increase in journey time and distance. As a result, no significant effects are expected. The proposed diversions would not impact access to Bushy Wood. As a result, the magnitude of impact on the PRoW is considered negligible and the overall effect has been classified as not significant.				
9-7.142	Concern that Pylons TB151 to TB154 would negatively impact footpaths 21, 27 and 26 in Chignall Parish	In the Environmental Statement (ES), Chapter 16: Traffic and Transport (document reference 6.16) provides an assessment of the pedestrian, cyclist and horse-rider delays for the Public Rights of Way (PRoW). In the ES, Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) provides an assessment of the accessibility of PRoW that fall within the Order Limits. The ES is submitted as part of the Development Consent Order (DCO) application and includes details about the level of impact created and the mitigation proposed. The Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) submitted as part of the DCO application sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The Outline PRoW Management Plan (document reference 7.6) has defined the management of the PRoW in the vicinity of Pylons TB151 and TB154. The PRoW would be temporary closed for the duration of the	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		works with managed access, that is, allowing a safe passage throughout of the PRoW users. Footpath FP 216 26 would be temporarily diverted to avoid Pylon TB153. The diversion route is expected to have durations of 6-8 days and follows a similar alignment to the existing footpath, resulting in a minimum increase in journey time and distance. As a result, no significant effects are expected. FP 216 26 and FP 216 27 would both have access managed across the Project during construction. No significant effects are expected. A temporary scaffold access would connect the Project to Chignall Road. Where Footpath FP 216 21 connects to Chignall Road at this location, access would be managed. As a result, the magnitude of impact on the PRoW is considered negligible and the overall effect has been classified as not significant.				
9-7.143	Concern that Pylon TB150 near Chignall Road would impact tourism from cyclists taking part in the Ford London Ride	The assessment of businesses, recreation and tourism assets (including Ford RideLondon-Essex 100) which fall within the study areas are presented in the Environmental Statement (ES), Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). The ES includes details about the level of impact created and the mitigation proposed in relation to the Project.	X		X	
9-7.144	Concern that Pylons TB155 and TB156 will impact wildlife (including impact on hunting and breeding) in the area of the restored landfill near Chignall St	The nature park (area around TB155-TB156) is included within the ecological survey area for the Project. The results of the ecological surveys can be found in the	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	James which is now a Nature Park / Concern about the impact of Pylons TB155 and TB156 as they are located on a site which holds hazardous waste (e.g. there is a high risk of breaking the cap and allowing the contents into the local water systems causing significant contamination and impacting ecology and water quality)	Environmental Statement (ES), Appendices 8.1 to 8.15 (document reference 6.8.A1 – 6.8.A15) which supports the ES, Chapter 8: Ecology and Biodiversity (document reference 6.8). Chapter 8: Ecology and Biodiversity (document reference 6.8) of the ES presents the results of the assessment on ecology (including animals and wildlife) and measures to avoid or reduce impacts where possible. Assessment of the potential contamination risk from the restored landfills at Chignall St James are included within ES Appendix 9.1: Baseline Information and Preliminary Contamination Risk Assessment (document reference 6.9.A1). The assessment concluded that whilst the restored landfills are located within the Order Limits, ground disturbance is not anticipated as the pylons are located outside of the landfill boundary and therefore a generally low/very low risk has been assigned to potential receptors such as groundwater and surface water. In addition, commitment GH02 of the Outline Code of Construction Practice (document reference 7.2) requires a Foundation Works Risk Assessment to be undertaken where piled foundations are likely to be required, such as at pylon bases following detailed design, to ensure that new pathways for any contamination present would not be created.				
9-7.145	Concern about the impact Pylons TB152 and TB151 will have on the setting of three listed buildings: Chobbings Farmhouse (Grade II*); Granary	Through routeing and siting, National Grid has sought to reduce as far as practicable potential impacts on the historic environment, including listed buildings and non-	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Chobbings (Grade II); and Chopyns Barn (Grade II), as well as the setting of 8 converted historic barns	designated historic buildings. Following design refinements, the pylons previously referenced as TB150 - TB151 is now designated as TB152 and TB153. National Grid has carefully considered the potential impact of the Project on designated heritage assets, including the setting of Chobbings Farmhouse (Grade II*), the Granary at Chobbings (Grade II), and Chobbings Barn (Grade II), as well as other historic buildings in the vicinity. National Grid has conducted comprehensive assessments, including site visits and extensive desk-based research, to thoroughly evaluate the setting of these three listed buildings and understand their values. The assessment is presented within the Historic Environment Assessment which has been undertaken as part of the Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a robust heritage assessment methodology, which was developed in accordance with national policy and guidance, including the National Planning Policy Framework (NPPF) and Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (2017). This methodology was also discussed and agreed with key heritage stakeholders throughout the scoping and thematic working group stages. The conclusions of the assessment are documented in Chapter 11 of the Environmental Statement (document reference 6.11), supported by ES Appendix 11.1: Historic Environment Baseline Report (document				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2), which provide detailed analysis of both direct and setting impacts. The assessment of these three listed buildings concludes that their setting does not extend to the Order Limits and therefore there will not be a significant impact on these assets. Although it is not clear which converted barns are being referred to, it remains the case that distance from the Project and intervening development and vegetation would also prevent the setting from extending as far as the Project.				
9-7.146	Concern that Pylons TB155 and TB154 would impact the views from St James Church and the Green, public open space and bridleway 33	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historical environment, including listed buildings and known heritage assets; and landscape, views and visual amenity, including careful siting of pylons and screening (both new and existing) to reduce impacts where possible. This includes siting away from, or equidistant between residential properties and areas of settlement, where feasible. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		visual amenity resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA, which includes an assessment of effects on visual receptors including from Chignall St James and the surrounding Public Rights of Way (PRoW) network in Visual Receptor Area F5. The approach to the LVIA follows professional guidance as set out in ES Appendix13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3). The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13). Following design refinements, the pylons previously referenced as TB154 - TB155 are now designated as TB156 and TB157. National Grid has carefully considered the potential impact of the Project on designated heritage assets, including the setting of the Former St James Church (1122199), as well as other historic buildings in the vicinity. The assessment of setting effects has considered factors such as visibility, character, intervisibility with surrounding assets, and the extent to which setting contributes to the significance of each heritage asset. It included desk-based research,				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		field surveys, photographic viewpoints, and consultation with statutory consultees. The conclusions of the assessment are documented in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11), supported by the ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2), which provide detailed analysis of both direct and setting impacts. The assessment of the former St James church (1122199) concludes there would be not significant effects on the asset during the construction an operation phase. Standard construction mitigation would be adopted as detailed in the Outline CoCP (document reference 7.2). Changes to the setting would be temporary and would be reversed once the construction phase is completed. No additional mitigation measures are proposed as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				
9-7.147	Concern that Pylons TB154 and TB153 would impact the settings of Brittons Hall Farmhouse and The Three Elms	Following design refinements, the pylons previously referenced as TB153 - TB154 are now designated as TB155 and TB156. National Grid acknowledges the concern raised regarding the potential impact of Pylons TB155 and TB156 on the settings of Brittons Hall Farmhouse and The Three Elms. In accordance with the agreed and	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		established assessment methodology, locally listed buildings are considered non-designated heritage assets (see ES Chapter 11: Historic Environment (document reference 6.11) and ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1)). Where such assets are of low value and located outside the Order Limits, their settings have not been assessed further, as there is no potential for significant effects to arise from the Project. This approach, including the criteria for scoping assets in or out of further assessment, has been developed in line with national policy and guidance and has been discussed and agreed with relevant stakeholders.				
9-7.148	Concern that Pylons TB150 and TB149 would be impact views of Broomwood Manor	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on visual amenity resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. Through routeing and siting, National Grid has sought to reduce as far as practicable potential impacts on the landscape and on views and visual amenity, including careful siting of pylons and screening (both new and	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		existing) to reduce impacts where possible. This includes siting away from, or equidistant between residential properties where feasible. A visual assessment of likely views to the west of Broomfield and Chelmsford, near Broomwood Manor and pylons TB149 and TB150 (now TB151 and TB152), has been carried out as part of the Landscape and Visual Impact Assessment (LVIA), which has been undertaken as part of the EIA. It is noted that Broomwood Manor lies some 450 m from the Project, with some intervening screening from vegetation on field boundaries to the north that lie between the property and the Project. Likely effects on visual receptors within 500 m of the Project are set out in the assessment. The approach to the LVIA follows professional guidance as set out in ES Appendix 6.13: Landscape and Visual Methodology (document reference 6.13.A1), which includes the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3). The LVIA is presented in ES, Chapter 13: Landscape and Visual (document reference 6.13).				
9-7.149	Concern that Pylons TB158 and TB157 would impact views from Pengy Mill on the banks of the River Can	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		visual amenity resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. Through routeing and siting, National Grid has sought to reduce as far as practicable potential impacts on the landscape and on views and visual amenity, including careful siting of pylons and screening (both new and existing) to reduce impacts where possible. This includes siting away from, or equidistant between residential properties where feasible. A visual assessment of likely views to the west of Chelmsford, near Pengy Mill and pylons TB157 and TB158 (now TB159 and TB160), has been carried out as part of the Landscape and Visual Impact Assessment (LVIA) which has been undertaken as part of the EIA. It is noted that Pengy Mill lies some 300 m from the Project, with some intervening screening from mature strips and blocks of trees along the riverbank and on field boundaries to the south and east, that lie between the property and the Project. Likely effects on visual receptors within 500 m of the Project are set out in the assessment, which includes views from the local community and PRoW on the banks of the River Can. The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3). The LVIA is				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		presented in ES Chapter 13: Landscape and Visual (document reference 6.13).				
9-7.150	Concern about the impact of Pylon TB159 on the gas compressor station and bridleway 42, near the A1060	National Grid is aware of the National Gas compressor station; we have coordinated with National Gas to agree interactions with all their assets and have taken measures in the design to eliminate safety concerns to the compressor station. Likewise National Grid adhere to National Policy Statements (NPS) EN-5 ensuring exposure limits from Electric and Magnetic Fields (EMF) are below those mandated by UK policy and safety guidelines. All Project impacts and mitigations to Public Rights of Way (PRoW), including the bridleway at TB159, have been assessed and can be found within the Outline Public Rights of Way Management Plan (document reference 7.6) submitted as part of the Development Consent Order (DCO) application.	X		X	
9-7.151	Suggest that Pylons TB185, TB186, and TB187 are relocated (e.g. to mitigate impact on the landscape, environment, surrounding communities, and heritage)	National Grid has considered the respondent's feedback, alternative alignments in the area of Ingatestone and Margaretting have been assessed, however these are all either longer and less direct, transfer effects to other receptors or increase effects on other receptors. The location of pylons TB185, TB186 and TB187 (now TB187, TB188 and TB189) are restricted by the required span lengths to cross the A12 and the railway as well as maintaining required			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		distances from the gas pipeline. We are therefore not proposing a change to the alignment in this location.				
9-7.152	Suggest that Pylons TB141, TB142 and TB143 are relocated to mitigate visual impact on residents	National Grid has considered the respondent's feedback, we have routed and sited the alignment in accordance with the Holford Rules (provided in Appendix I22 of this report). We have reviewed the alignment in the vicinity of Broads Green. Due to several constraints in the area such as Sparrowhawk Wood, school playing fields and residential properties, the alignment has remained as proposed in the statutory consultation. We have also considered pylon type and localised alignment variations responding to feedback from Historic England and other stakeholders. This includes the stakeholder feedback in this case. To the south of the River Chelmer, we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford Road and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, will progress using the defined Limits of Deviation (LoD) with the use of two standard pylons between TB143 and the river with four low height pylons to the north of the river in place of three low height pylons shown on the works plans.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.153	Criticism that Pylon TB190 is just 200 metres from the Grade II* listed 14th Century St Mary's Church at Buttsbury, and that pylons TB188 and TB189 are in close proximity with the Grade II listed Bridge over the River Wid / Suggest that pylons TB188, TB189 and TB190 are re-located to mitigate impact on listed buildings / structures	National Grid have reviewed the feedback and in particular considered views from Public Rights of Way (PRoW) to the north side of Ingatestone Hall looking to the Church from the west. As a result of this we have modified the design introducing an additional pylon but with the consequence that pylons themselves are of reduced height and can be positioned such that they are to either side of the church rather than directly behind it in those views from the west. An Environmental Impact Assessment (EIA) has been undertaken for the Project. The findings of the EIA are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.			X	X
9-7.154	Suggest that the Project is rerouted by moving slightly away from Writtle (closer to Roxwell) then following a straighter route to the crossing at the A12	National Grid has considered the respondent's feedback and has reviewed multiple alternative alignments in the vicinity of Writtle. Due to the presence of gas and oil pipelines, woodland, an historic landfill and various Grade II listed buildings and residential properties, the current alignment is preferred and we are not proposing a change to the alignment in the vicinity of Writtle. Further down the alignment towards the A12, all alternative routeing options which would straighten the alignment between TB168 and TB176 (now TB170 and TB178) would result in direct impacts to and loss of ancient woodland, because of these impacts these alternatives are not being taken forward.			X	

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9-7.155	Suggest that Pylon TB172 is relocated (e.g. to mitigate impact on residents, businesses, the community and the environment)	National Grid has reviewed the alignment between TB171 and TB173 (now TB173 and TB175) in light of the change requested by the respondent to move TB172 (now TB174). The western edge of this field contains an oil pipeline and a sewage pipeline which we need to maintain an appropriate distance from. Moving TB172 to the western edge of the field would also move the draft alignment closer to the properties to the west, increasing potential effects. We therefore are not proposing a change to the alignment in this location.			X	
9-7.156	Suggest that the Project between the Essex Regiment Way and Pylon TB146 is rerouted to mitigate negative impact (including on heritage assets) / Criticism that the Preliminary Environmental Impact Assessment (PEIR) records 70 permanent negative effects in Section F which is by far the most in any of the eight sections (with 16 of these being significant)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that suggested by the respondent to re-route away from the section south of the Essex Regiment Way) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. National Grid has sought to reduce, as far as practicable, impacts on the historic environment including listed buildings and known heritage assets through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through changes to the route alignment. We have engaged with Historic England and relevant				

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		planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques, and have taken their views into account as the Project continues has developed. National Grid has completed a thorough and robust assessment of the historic environment and cultural heritage assets which is detailed within the Environmental Impact Assessment (EIA). We are confident that the methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on both designated and non-designated heritage assets, including effects from physical change and change to setting. The results are presented in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11), that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.				
9-7.157	Suggest that the Project is routed away from / the Project should not be located the Wid Valley / Concern about impact of the Project on the Wid Valley	Whilst noting the preference for a route away from the Wid Valley, the reasons for a preference for the current alignment remain, which were to reduce effects on various heritage assets most notably the Grade I Listed Ingatestone Hall and Grade I Listed St Giles Church. In the absence of further evidence National Grid consider	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the alignment to be consistent with our duties and relevant policies and for this still to be preferred. We have undertaken an Environmental Impact Assessment (EIA) which has assessed the potential impacts of the Project and has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.158	Suggest that T-pylons are used for Pylons TB187 to TB199 (across the Wid Valley section, as described in the 'Consideration of Alternative Pylons for The Project' appendix to the April 2024 Design Development Report) / Suggest the use of T-pylons for the Project at the Wid Valley	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-7.159	Suggest that the Project uses underground cables at the Broads Green and land at Langley (e.g. in addition to at the Walthams)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may				

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		give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Broads Green and land at Langley as well as Great and Little Waltham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.160	Suggest that the Project is rerouted from the Waltham Gap / Waltham Conservation Areas / Chelmer Valley crossing (e.g. to avoid the Ash Tree Corner Site) / Suggest that the Project is routed away from the Chelmer Valley between Pylons TB134 and TB141	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go north of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. National Grid has worked to minimise potential impacts on the historic environment through strategic routeing and siting measures. The results of archaeological fieldwork and heritage assessments, including a review of known archaeological sites such as the pre-Belgic Iron Age remains identified in the early 1970s, have informed the design process. The Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), provides a detailed assessment of potential effects on both designated and non-designated heritage assets, including those of				

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		archaeological interest. Where assets have been assessed as being of medium or high value and within the 250 m study area, their settings and potential for significant effects have been thoroughly considered in accordance with the agreed methodology. The revised alignment represents a considered response to consultation feedback, balancing the need to reduce heritage impacts with other environmental and technical constraints. The potential impact of the Project on heritage assets such as settlement site at Ash Tree Corner and the conservation areas of Great and Little Waltham has been fully assessed and details can be found the Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2). Other effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.161	Suggest that the Project between Pylons TB142 and TB148 is relocated (to mitigate impact on views, residents, pathways, visual impacts, impacts on residents, safety, access to schools, etc)	National Grid has considered the respondent's feedback, we have routed and sited the alignment in accordance with the Holford Rules (provided in Appendix I22 of this report). We have reviewed the alignment in the vicinity of Broads Green (around TB142 and TB148). Due to several constraints in the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		area such as Sparrowhawk Wood, school playing fields and residential properties, the alignment has remained as proposed in the statutory consultation. An Environmental Impact Assessment (EIA) has been undertaken for the Project. The findings of the EIA are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.162	Suggest that the Project is rerouted to pass to the east of Chelmsford following the existing overhead lines, rather than to the west of Chelmsford	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that suggested by the respondent to go to the east of Chelmsford following the overhead lines) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.163	Suggest that Pylons TB153 and TB154 are relocated to mitigate the impact on Brittons Hall Farmhouse	National Grid has considered the respondent's feedback, we have routed and sited the alignment in accordance with the Holford Rules. Alternatives moving			X	

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		TB153 and TB154 (now TB155 and TB156) away from Brittons Hall Farmhouse would be longer and less direct and therefore less consistent with the Holford Rules (provided in Appendix I22 of this report). Due to the required span length to cross Mashbury Road, the location of pylons TB153 and TB154 are restricted, however we have moved these as far from Brittons Hall Farm as possible without transferring effects to other residential properties.				
9-7.164	Suggest that Pylon TB154 is relocated further from residential properties (e.g. such as Brittons Hall Farm, Harry's Farm, and Braddocks)	National Grid has considered the respondent's feedback, we have routed and sited the alignment in accordance with the Holford Rules (provided in Appendix I22 of this report). Alternatives moving TB153 and TB154 (now TB155 and TB156) away from Brittons Hall Farm, Harry's Farm, and Braddocks would be longer and less direct and therefore less consistent with the Holford Rules. Due to the required span length to cross Mashbury Road, the location of pylons TB153 and TB154 are restricted, however we have moved these as far from Brittons Hall Farm, Harry's Farm, and Braddocks as possible without transferring effects to other residential properties.			X	
9-7.165	Suggest that Pylons TB174 and TB173 are relocated further into the fields (e.g. further away from residence)	National Grid has reviewed the alignment between TB171 and TB174 (now TB173 and TB176) in light of the change requested by the respondent. The western edge of the field where TB173 and TB174 (now TB175 and TB176) are located contains an oil pipeline and a			X	

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		sewage pipeline which we need to maintain an appropriate distance from. Moving these pylons to the western or eastern edge of the field would also move the alignment closer to the properties to the west or east, similarly, increasing potential effects. We therefore are not currently proposing a change to the alignment in this location.				
9-7.166	Suggest that access / construction road is moved further away from residence (e.g. to minimise disruption)	National Grid has considered the respondent's feedback and has reviewed the Project in this area. There are no access roads proposed to the east of the alignment in the vicinity of TB174 and TB173 (now TB176 and TB175) towards Margaretting Road. The construction haul road is proposed to the west of the alignment at TB174 and TB173 away from Margaretting Road until it crosses Nathan's Lane and continues north. There is a permanent access road to TB174 proposed from Margaretting road, however this would not be used for construction, only future survey and maintenance access when required. Therefore no disruption from the construction haul road is expected at this residence.			X	
9-7.167	Suggest that the Project uses underground cables through the Waltham Gap	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		impact terms), we do not consider the Project at Great and Little Waltham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.168	Criticism that National Grid did not consider extending Corridor L of the Corridor Preliminary Routeing and Substation Siting study (CPRSS) (2022) down to Rayleigh / Suggest that National Grid extend Corridor L to Rayleigh (e.g. as subject to further investigation, the Rayleigh / Tilbury section of line may have capacity for greater transmission without major upgrading)	National Grid have considered this suggestion, but it appears to have been provided without the benefit of an understanding of the existing capacity of certain overhead lines. Existing power flows on the connections from Rayleigh mean the line does not have sufficient spare capacity to also accommodate the Project. Therefore it is not possible for the Project to meet the reinforcement need by connecting into Rayleigh substation and using the Rayleigh to Tilbury connection for the Project. On this basis no change is proposed.	X		X	
9-7.169	Suggest that land near Scravels Cottages will be inappropriate as an access route for construction machinery (e.g. as it is a narrow and muddy footpath)	It is not proposed for this route to be used as a Primary Access Route for construction. For this section of temporary haul road, the Primary Access Routes are from the B1008 to the north-east, and A1060 from the south-west. The temporary haul road in this section follows closely the route of the overhead line and does not use the track adjacent to Scravels Cottages. The access track referred to in the respondent's feedback is for future surveys and maintenance if required and would not be used for construction.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid are not proposing to construct anything for this permanent access route, existing tracks and roads are being used where possible.				
9-7.170	Suggest that proposed access road to Roxwell Village is rerouted (e.g. as is over a narrow bridge using the main road to Chelmsford)	Following comments received at consultation, including feedback from the Local Highway Authority, National Grid has reviewed this proposed Primary Access Route. Our assessments have not identified a suitable alternative access route to this section of temporary haul road. As part of the pre-application process National Grid has engaged with the relevant authorities, and their highways teams and National Highways to understand and gain information on their local road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.171	Suggest that Pylon TB139 is relocated due to being too close to a flood plain, and very close to the 5,000 year-old neolithic settlement in Little Waltham	National Grid's preference is to avoid positioning infrastructure within floodplains where possible, but decision making is also influenced by other factors. In this case the pylon has actually been moved closer to the river in response to an alignment adjustment to avoid veteran trees and reduce community effects by positioning a pylon further from the road where it would be more back-clothed (reducing the visibility of the pylon). National Grid has worked to minimise potential impacts on the historic environment through strategic routeing and siting measures. The results of archaeological fieldwork and heritage assessments, including a review of known archaeological sites such as the pre-Belgic Iron Age remains identified in the early 1970s, have informed the design process. The Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), provides a detailed assessment of potential effects on both designated and non-designated heritage assets, including those of archaeological interest. Where assets have been assessed as being of medium or high value and within the 250 m study area, their settings and potential for significant effects have been thoroughly considered in accordance with the agreed methodology. The revised alignment represents a considered response to consultation feedback, balancing the need to reduce heritage impacts with other environmental and technical constraints. The potential impact of the Project on heritage assets such as settlement site at Ash Tree			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Corner and the conservation areas of Great and Little Waltham has been fully assessed and details can be found in ES Chapter 11: Historic Environment (document reference 6.11), ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2).				
9-7.172	Suggest that the Project is rerouted further west of Great Waltham, between Howe Street and Ford End (e.g. to mitigate impact at the Waltham Gap)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that suggested by the respondent to go west of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and, 2024 Design Development Reports published in subsequent consultations (available on the Project website), and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment (EIA) has been undertaken for the Project. The findings of the EIA are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.173	Criticism that the realignment in the southern section will cause more disruption than the original position, due to Ingatestone Hall intervention	Decision making in regard to route changes is evidence based and in this case based on the building being a Grade I listed building. As such National Grid can			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		confirm there has been no intervention as suggested. Feedback from the respondent to reduce disruption would be considered in the same way. An Environmental Impact Assessment (EIA) has been undertaken for the Project. The findings of the EIA are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.174	Suggest that the Project is rerouted further east at Pylons TB183, TB184, and TB185 to be further away from Seymour Field playing field and the sports fields for the Anglo European School	National Grid has considered the respondent's feedback, alternative alignments in the area of Ingatestone and Margaretting have been assessed, however these are all either longer and less direct, transfer effects to other receptors or increase effects on other receptors. The location of pylons TB185, TB186 and TB187 (now TB187, TB188 and TB189) are restricted by the required span lengths to cross the A12 and the railway as well as maintaining required distances from the gas pipeline. We are therefore not proposing a change to the alignment in this location.			X	
9-7.175	Suggest that Pylons TB185 to TB187 are relocated more easterly towards Church Lane and deeper into the fields away so that they are further away from residences	National Grid has considered the respondent's feedback, alternative alignments in the area of Ingatestone and Margaretting have been assessed, however these are all either longer and less direct, transfer effects to other receptors or increase effects on other receptors. The location of pylons TB185, TB186 and TB187 (now TB187, TB188 and TB189) are			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		restricted by the required span lengths to cross the A12 and the railway as well as maintaining required distances from the gas pipeline. We are therefore not proposing a change to the alignment in this location.				
9-7.176	Suggest that the alignment is straightened between Pylons TB186 and TB197 in a north-south line (e.g. removing the dogsleg that unnecessary climbs hills, increases the length, and includes unnecessary river crossings)	Whilst noting the preference for to straighten the alignment between TB186 and TB197 (now TB188 and TB200) the reasons for a preference for the current alignment remain, which were mainly to reduce effects on various heritage assets most notably the Grade I Listed Ingatestone Hall and Grade I Listed St Giles Church. In the absence of further evidence National Grid considers the alignment to be consistent with our duties and relevant policies and for this still to be preferred. We have undertaken an Environmental Impact Assessment (EIA) which has assessed the potential impacts of the Project and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.			X	
9-7.177	Suggest that the pylon directly opposite St Mary's Church Buttsbury is relocated (e.g. as it is adjacent to the historic church)	National Grid has undertaken a routeing and siting exercise to reduce, as far as practicable, the potential impacts of the Project on the historic environment, including designated assets such as St Mary's Church (1264434), Buttsbury (Grade I). This process has been informed by a robust assessment methodology that was developed in line with relevant national policy and			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		guidance and agreed through engagement with key heritage stakeholders. The alignment and siting of pylons, including TB193, reflect a careful balance between environmental, technical and heritage considerations. Routing changes have included the addition of a pylon to allow pylon heights to be reduced and pylons positioned in a way that they are not sited directly behind the church in views from the Public Rights of Way approaching from the north of Ingatestone Hall from the west. The updates to the routing of the pylons were discussed with relevant stakeholders including the Local Planning Archaeologist and Historic England. National Grid has conducted comprehensive assessments, including site visits and extensive desk-based research, to thoroughly evaluate the setting of the Grade II* listed Church of St Mary (1264434) and understand its value. The setting of the church has been assessed as part of the Environmental Impact Assessment (EIA), and findings are documented in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11), supported by ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2). The assessment concludes that during both the construction and operation (and maintenance) phases there will be significant effect on St Mary's Church. Standard				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		construction mitigation would be adopted as detailed in the Outline Code of Construction Practice (document reference 7.2). Changes to the setting would be temporary and would be reversed once the construction phase is completed. No additional mitigation measures are proposed during the construction and operation (and Maintenance) phases as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				
9-7.178	Suggest that the Project is routed further north of the built-up area around Melbourne	The route development in the area of TB150 to TB157 has considered proximity to existing housing on the north-western edge of Chelmsford by the Melbourne area as well as allocated housing sites and sites coming forward within consultation exercises for the next plan. No such sites are crossed by the alignment. Alternative alignments to the north of Bushey wood have been considered but would be closer to other existing residential properties) approximately 150 m compared with approximately 300 m on the alignment) and are therefore less preferred. There is also no guidance that specifies that overhead pylons need to be at a specific distance from residential property but in this case the separation is not considered to lead to effects that are inconsistent with policy. On this basis no change is proposed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.179	Suggest that Pylon TB153 is relocated to be nearer to TB152 (to mitigate impact on residential property), or that Pylons TB152, TB153 and TB154 are re-spaced to move TB153 further away from residential property (address provided by respondent)	The respondent's property is positioned mid-span with the pylon at around 200 m distance. Moving an individual pylon can only be done independently over relatively few metres without a need to move adjacent pylons and / or increase pylon heights. On this basis no change is proposed.			X	
9-7.180	Criticism that the Project cuts through extensive areas of Grade 2 land from west Chelmsford to north Colchester, transitioning to Grade 1 land around Boxted and Ardleigh, where a Cable Sealing End (CSE) compound and the new substation are planned / Suggest that based on land grade alone, it would be far more logical to stay south of Chelmsford, where the land is largely Grade 3 and 4	Corridors to the south of Colchester were considered but are restricted by designations such as Special Protection Areas (SPAs). The legislation is such that other corridors / routes must be taken where these are available and avoid or reduce the effects on the SPAs. This was reported in the Corridor and Preliminary Routeing and /siting Study (CPRSS) published in 2022 and subsequently reviewed and confirmed as still valid in 2023 and 2024 Design Development Reports. The agricultural grade of land within the Project's Order Limits was confirmed by detailed Agricultural Land Classification (ALC) surveys and is detailed in full in Environmental Statement (ES), Chapter 6: Agriculture and Soils (document reference 6.6). The permanent land take of agricultural land from pylon footings is also relatively small; pylon footings cover a relatively small percentage of land proportional to field sizes. The permanent footprint of the Cable Sealing End (CSE) compounds and substations was rationalised through the design process to minimise the total amount of land required.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.181	Oppose the changes the Project at Ingatestone	Whilst noting the preference to straighten the alignment between TB186 and TB197 the reasons for a preference for the current alignment remain, which were mainly to reduce effects on various heritage assets most notably the Grade I Listed Ingatestone Hall and Grade I Listed St Giles Church. In the absence of further evidence National Grid consider the current alignment to be consistent with our duties and relevant policies and for this still to be preferred. We have undertaken an Environmental Impact Assessment (EIA) which has assessed the potential impacts of the Project, and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.			X	
9-7.182	Criticism of the Project between Pylons TB124 and TB149, which divides Little Waltham and Great Waltham	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes those avoiding the area between TB124 and TB149 as identified by the respondent) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and, 2024 Design Development			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Reports published in subsequent consultations (available on the Project website), and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		An Environmental Impact Assessment (EIA) has been undertaken for the Project. The findings of the EIA are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.183	Suggest that Pylon TB161 is relocated away from Hoe Street and Gravelly Lane (to mitigate impact on heritage and listed buildings)	National Grid has considered the respondent's feedback and has reviewed multiple alternative alignments in this area. TB161 (now TB163) is currently approximately midway between listed properties on Hoe Street and Gravelly Lane and those on Roxwell Road. Moving TB161 further east would transfer increase effects to other properties and would require an additional angle pylon, due to the location of the crossing of Roxwell Road which is the preferred crossing location. We are therefore not proposing a change to the location of TB161.			X	
9-7.184	Suggest that Pylons TB129, TB130 and TB131 are relocated further to the north-east / east (i.e. increasing the distance from Braintree Road and directly away from the nine residences), and at the very least that National Grid consider relocating Pylon TB130 to be less central in view of residences, or having longer spans between pylons	National Grid notes the respondent's feedback. Siting of these pylons is constrained by the need to cross the approved Chelmsford Northern Relief Road and the preference to maintain a straight alignment where possible. TB130 (now TB132) cannot therefore move to the extent that would move it out of the view in the manner suggested. The required span length between pylons would not be acceptable and, even if it were, would require substantially taller pylons to achieve necessary safety clearances. Additionally the move			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		suggested would require additional angle pylons and is not considered to be justified given the separation already achieved and would move the pylon closer to other residential properties to the east. This balance is modified if there is a change in factors. There is a possibility that a minerals extraction site may secure approval within an updated minerals plan. This adds additional weight to decision making to seek to reduce effects on the minerals resource which is considered to justify a move of the alignment to the east to reduce effects on the minerals resource. Whilst not meeting the feedback request directly, some increase in separation would occur in this alternative condition. The Environmental Statement (ES) Chapter 4: Project Description (document reference 6.4), includes a list of scenarios (this is scenario 6) where further details on this can be found.				
9-7.185	Suggest that the underground cables should be used from current the proposed Pylon TB026 through to where the Little Waltham Parish Council (LWPC) submission proposes that under cables starts (e.g. to mitigate impact on farmland, the rural / scenic character of the area, and to avoid the blight on the residences along the whole length of Braintree Road and Strawbrook Hill)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at TB126 to Little Waltham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES),				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.186	Suggest that National Grid use the 'Alternative Western Route' (proposed by the Little Waltham Parish Council (LWPC)) / Criticism that National Grid's arguments for rejecting the 'Alternative Western Route' do not stand up to objective scrutiny / Criticism of Paragraphs 5.4.180 – 5.4.186 of National Grid's Design Development Report April 2024 in relation to dismissal of the route to the west of Great Waltham as an alternative to crossing the River Chelmer at Little Waltham and Great Waltham (table provided by respondent)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes the alternative western route preferred by the respondent) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and, 2024 Design Development Reports published in subsequent consultations, found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the (Environmental Impact Assessment (EIA) and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.187	Criticism that the Project from White Notley to Margaretting is virgin greenbelt countryside	National Grid has submitted a Planning Statement (document reference 5.6) and Policy Compliance Document (document reference 5.7) with its Development Consent Order (DCO) application. The Planning Statement sets out the planning policy context and assesses the Project against policy requirements			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		including an assessment of the overall planning balance and includes an assessment in accordance with National Policy Statement (NPS) EN-1 (para 5.11.20) to determine whether the Project may be inappropriate development within the meaning of Green Belt policy; and if the Project (or any part of it) may be inappropriate development, demonstrate that very special circumstances exist, meaning that the harm by reason of inappropriateness and any other harm, is outweighed by other considerations. National Grid considers that the benefits of the Project significantly outweigh any potential harm predicted. As required by Section 104(7) of the Planning Act 2008, the benefits of the Project must be outweighed against any adverse impacts identified in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). The Planning Statement demonstrates that any unavoidable adverse environmental effects which may remain following mitigation are outweighed by the public benefit that would accrue as a result of the Project and, for the purposes of Section 104(7) of the Planning Act 2008, that any adverse impacts would not outweigh the benefits of the Project.				
9-7.188	Suggest that the Project is rerouted to pass north of Great Waltham over open farmland (e.g. to avoid bisecting Little and Great Waltham, to mitigate impact on Chignall St James, to mitigate impact on	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that suggested by the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	historic site at Little Waltham, and to mitigate impact on the busy junction of the A131 and B1008)	respondent to go north of Great Waltham to mitigate various potential effects) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and, 2024 Design Development Reports published in subsequent consultations (available on the Project website), and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment (EIA) has been undertaken for the Project. The findings of the EIA are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.189	Oppose the change to the Project near Back Lane, Stock as pylon has been relocated into respondent's field (e.g. to be away from horse sanctuary and a possible floodplain), and criticism of National Grid's justification of this change (e.g. the field also experiences flooding). With this, suggest that the pylon (near Back Lane, Stock) is relocated away from respondent's field (e.g. to mitigate impact on farm and health)	National Grid notes the respondent's feedback. The change was made based on flood zone data which indicates that the pylon has been moved just outside the flood zone. We note the preference from the respondent but consider the move appropriate to seek to reduce construction and pollution risk as well as future operational impacts. The move also means the alignment now avoids over sail of a horse sanctuary which was also requested in consultation feedback. We are therefore not proposing to move this pylon back to impact these areas.			X	

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9-7.190	Suggest that the Project should cross Ingatestone Road east of White Tyrrells Farm, further away from Buttsbury Church	This alternative was considered in the 2024 Design Development Review at paragraph 5.4.200 but was less preferred due to being a less direct and longer route (less consistent with Holford Rule 3 - A summary of the Holford Rules is provided within Appendix I22 of this report). Heritage effects have also been reduced by a change to pylon positioning relative to Buttsbury Church. The Church has a visual relationship to the Wid Valley to the west. In the absence of new evidence or identification of further factors, no change to the alignment is proposed.			X	X
9-7.191	Suggest that the Project uses underground cables between Pylons TB135 and TB142	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at TB135 to TB142 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.192	Suggest the Project is routed westward from south of Great Leighs, north of Howe Street and Great	National Grid has considered alternative alignments in the vicinity of Little and Great Waltham that would move			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Waltham before going southwards to the proposed Project alignment eastward of Writtle (e.g. to mitigate impact on residents and Border Wood)	the alignment further from Border Wood near Broad's Green, but they are less preferred. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for the project to be routed westwards, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are at a level which is unacceptable in policy terms, National Grid continues to prefer the Project				

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		alignment and for the reasons stated the eastern and western alternatives are not progressed. In response to feedback received during the 2024 statutory consultation and 2025 targeted consultations we have considered the application of the mitigation hierarchy including alternative pylon types and the case for the use of underground cable. In respect of the use of underground cable, the location is not designated in terms that engage a switch from the starting presumption in NPS EN-5 of the acceptability of overhead line. Nor do we consider that the effects engage with the thresholds associated with paragraph 2.9.23 of NPS EN-5 to also prompt to the use of underground cable in certain other areas. Even if the thresholds were met a likely design requirement would be Cable Sealing End (CSE) compounds somewhere northwards of TB136 and southwards of TB143 which bring their own effects and would be at an additional cost that we do not consider to be justified given the levels of effect. We have also considered pylon type and localised alignment variations responding to feedback from Historic England and other stakeholders. This includes the stakeholder feedback in this case to reduce effects on residents. We do not consider that T pylons are an appropriate design selection, as in this where they will be viewed in most cases against vegetation and appear more stark than the alternative lower height lattice pylon. We do however consider that a low height lattice pylon				

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		will be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting. To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford Road and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, will progress using the defined LoD with the use of two standard pylons between TB143 and the river with four low height pylons to the north of the river in place of three low height pylons shown on the works plans.				
9-7.193	Suggest that the Project is rerouted between Essex Regiment Way and Pylon TB145 to avoid the Waltham Gap	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that suggested by the respondent to re-route away from the section south of the Essex Regiment Way) to the east and west of Chelmsford, modifications to the alignment consulted			X	

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		upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and, 2024 Design Development Reports published in subsequent consultations, found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects.				

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		Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. National Grid has sought to reduce, as far as practicable, impacts on the historic environment including listed buildings and known heritage assets through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through changes to the route alignment. We have engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques, and have taken their views into account as the Project continues has developed. National Grid has completed a thorough and robust assessment of the historic environment and cultural heritage assets which is detailed within the Environmental Impact Assessment (EIA). We are confident that the methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on both designated and non-designated heritage assets, including effects from physical change and change to setting. The results are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), Chapter 11: Historic				

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		Environment (document reference 6.11), that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.				
9-7.194	Suggest that T-pylons are used for Pylons TB129, TB130 and TB131 (e.g. to mitigate impact on residences)	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and			X	

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		environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given that the surrounding context drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
9-7.195	Suggest that underground cables are used for the Project or that an alternative form of mitigation in the form of cabling used between the villages of Great Waltham and Little Waltham (e.g. to protect the sensitive area where the route passes between the two Conservation Areas, close to the Langleys Registered Park and Garden and within the setting of the Grade I listed house Langleys, near to the Ash Tree Corner Scheduled Monument, the Church of St	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in*		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Mary and St Lawrence (grade I) and 65 Grade II listed and 2 Grade II* buildings within 1km)	*general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Great and Little Waltham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy				

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		EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. The mentioned listed buildings, and the nearby conservation areas have been fully assessed. Details can be found in the ES, Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2).				
9-7.196	Suggest that the Project should be routed further west between Little Oxney Green and the A12 (between Pylons TB168 and TB183; plan provided by respondent) (e.g. to mitigate impact on respondent's property and protected lanes, including Nathans Lane)	Alternative alignments to the west of the Nathan's Lane area have been considered by National Grid. The 2024 Design Development Report (available on the Project website) considered a number of more westerly options but all lead to effects on areas of ancient woodland. Whilst it has been noted that some parts have been coppiced the frequent coppicing needed under the overhead line will affect the habitats and is not compatible with the preservation of the ancient woodland and remains less preferred. No change is proposed.			X	
9-7.197	Suggest the use of High Voltage Direct Current (HVDC) underground cables through the Waltham Gap / between Little Waltham and Great Waltham	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering			X	

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		factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may				

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		give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Walthams would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.198	Suggest that the Project should be rerouted to go through the solar farm development along a corridor to the east of Chelmsford both north and south of the A12, or follow the existing overhead line to the east of Chelmsford (e.g. to reduce the impact on the environment and views)	In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and 2024 Design Development Reports (available on the Project website), National Grid set out the challenges associated with routeing to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference, no new factors have been identified nor new evidence is provided nor has been identified to reduce the greater effects or address the constraints to routeing. As such the eastern alignment remains less preferred and no change has been proposed.			X	
9-7.199	Concern about the impact of Pylons TB157, TB158 and TB159 on the Essex International Scout Jamboree (held in the field; e.g. due to health and safety concerns; construction of the Project may prevent the 2028 and 2032 events from taking place; interference with the operation of equipment used at the event including electrical ring main and lighting,	National Grid has considered alternative routes but concluded that none provide an appropriate way forward to avoid the site of a scout jamboree used every four years. The area is not of a type or designation that engages the criteria to justify undergrounding set out in National Policy Statement (NPS) EN-5 and would be at a cost not considered to be justified when there are			X	

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	as well as temporary structures including an entertainment stage, climbing tower, lighting towers, marquees, Wi-Fi and other communications equipment), and suggest that the Project is either relocated further east at this location or that underground cables are used for the Project at this location (plan provided by respondent)	other mitigation options available. National Grid is working with representatives to explore short term measures to allow the 2028 event to proceed and to identify a suitable alternative site for subsequent events.				
9-7.200	Suggest that Pylon TB152 is relocated to the field boundary / field corner (e.g. to mitigate impact on farming; as any potential flooding occurs on the other side of the stream) (plan provided by respondent), and suggest that Pylon TB154 is relocated to the field boundary margin (e.g. to mitigate impact on farming, impact on the mineral extraction area and impact on tree shelter belt). With this, suggest that any pylons that cannot be placed in the hedgerow are correctly spaced to accommodate the 40-metre sprayer tramlines, maintaining the necessary distance from the edge of the field to the pylon (e.g. to mitigate impact on farming)	The design was modified after landowner feedback. TB154 (previously TB152) is positioned adjacent to the field boundary, maintaining adequate clearance to the adjacent watercourse and flood zone during construction. TB156 (previously TB154) was moved 10 m to the field boundary, with the proposed pylon leg adjacent to the field boundary. Further movement would impact the Public Right of Way (PRoW) and the hedgerow on the boundary. Therefore no change is proposed.			X	
9-7.201	Suggest reducing the area covered by the Draft Order Limits for the Project near to Pylons TB152 to TB159 (areas to remove from Order Limits marked on plan provided by respondent), and suggest that all proposed future access routes for the Project should be removed (e.g. as they have been drawn	National Grid notes the respondent's feedback. We require permanent rights of access to each pylon for future maintenance and surveys, the access tracks referred to in the feedback would not be used for construction. We are not proposing to construct anything for these permanent access routes, existing tracks and			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	without input from the respondent and permanent rights significantly restrict future uses of the land, including sales and diversification). With this, request for further discussion on access routes, haul road route and compound (e.g. to mitigate impact on business)	roads are being used where possible. We are therefore not proposing to remove these access routes, however National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements. The other areas highlighted by the respondent include a small area for environmental mitigation. The area requested to be removed adjacent to TB158 (now TB160) was included to maintain flexibility in the positioning of the laydown area, the Order Limits have now been refined in this area.				
9-7.202	Concern about impact of Pylons TB141 and TB142 (e.g. on protected lanes, kestrels, barn owls, bats, Sparrowhawk Wood, heritage, and The Walnut Tree public house)	National Grid has sought to reduce, as far as practicable, impacts on the environment through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The impacts to protected lanes, wildlife, heritage and The Walnut Tree Public House are assessed in Chapter 8: Ecology and Biodiversity, Chapter 11: Historic Environment and Chapter 13: Landscape and Visual of the Environmental Statement (document reference Volume 6: Environmental Statement). Impacts to birds have been considered throughout the route on all sites that may have value, and a range of bird surveys have been conducted throughout the Project route. The results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.7 to 8.8 (document reference 6.8.A7 -			X	

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		6.8.A8) of the Environmental Statement (ES). Appropriate mitigation will be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority as relevant. A Landscape and Visual Impact Assessment (LVIA) presented in Chapter 13: Landscape and Visual (document reference 6.13) sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including communities and people travelling along protected lanes) and also impacts on landscape character which may for example be influenced by vegetation loss along protected lanes during construction. The Outline Landscape and Ecology Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts. In addition, the Limits of Deviation (LoD) allows for some flexibility during design and construction to further avoid environmental constraints that may be identified later in the Project.				
9-7.203	Concern about the impact of Pylons TB145 to TB150 (e.g. on public footpaths; on two ancient woods, Border Wood and Bushy Wood, which contain wildlife including deer, and bats; on Tufnell Mere, which contains waterfowl and is a migration site for Greylag and Canada Geese; on helicopter flight-	The Project design does not impact Border Wood or Bushy Wood directly. Any potential indirect impacts will be considered in Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES).			X	

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	path, small plane pilot test-path, and London fly-pass path; on the Essex Air Ambulance service, which goes over Broads Green to land at Broomfield Hospital)	A range of protected species surveys have been undertaken throughout the route and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the ES. Appropriate mitigation will be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority as relevant. National Grid has appointed an independent aviation consultancy which has engaged with the operators of this Airstrip (with National Grid also present). Following discussion and further assessment of alternatives it is not possible to route the alignment away from the airstrip at a distance that allows the continued safe use of the airstrip at its current position. We are engaging and will continue to engage with the owner of the airstrip to find an appropriate solution. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Summary of Aviation Impact (document reference 6.15.A2)).				
9-7.204	Criticism that National Grid have provided no reassurance or technical response regarding the health and safety implications of holding the Essex International Jamboree (EIJ) near the Project and suggest that National Grid should work with the respondent to find a suitable alternative site. This	National Grid is working with the Essex International Jamboree (EIJ) to see whether suitable mitigation can be put in place or an alternative site sort for future events. Members of the Project team also attended the site during the event in 2024 to meet with the organisers			X	

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	must commence promptly following the 2024 EIJ event as alternative comparable sites are challenging to find in Essex given the specific requirements of the event. Such a long lead time is required as EIJ is organised by volunteers over a three-year period. With this, suggest that National Grid should also compensate the charities for the loss of infrastructure on the existing site and compensate them re-establishing an alternative site, including covering the costs of installing the required infrastructure (e.g. in the region of £500k: underground septic tanks, a water ring main, tracks and access, equipment storage)	of the event and better understand the specific circumstances. National Grid will continue to work with the organisation and support with compensation where suitable and justified.				
9-7.205	Suggest that the Project is routed to the east of Chelmsford from Fairstead south and following the line of the A12 and passing south of Margaretting	In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's published as part of the 2023 non-statutory and statutory consultations (available on the Project website), and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference, no new factors have been identified nor new evidence provided nor identified to reduce the greater effects or address the constraints to routeing. As such the eastern alignment remains less preferred and no change has been proposed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.206	Suggest that Pylon TB137 is relocated away from residence	When considering this change along with others responding to protected species and identified veteran tree, National Grid has repositioned the pylons in this section slightly further to the east with the pylons to the north and south of Chatham Hall Lane (previously numbered TB136 and TB137 respectively) both moved southwards and renumbered as TB138 and TB139 respectively. This moves both pylons relative to the properties though the separation to the property is unchanged. We have also considered pylon type and localised alignment variations responding to feedback from Historic England and other stakeholders. We do not consider that T pylons are an appropriate design selection, as they would be viewed in most cases against vegetation and appear starker than the alternative lower height lattice pylon. We do however consider that a low height lattice pylon would be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the Grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting of the registered park and garden and views from Langleys Grade I listed building.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		An Environmental Impact Assessment (EIA) has been undertaken for the Project. The findings of the EIA are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.207	Suggest that the Project should follow the A12 around the south of Chelmsford	In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's published as part of the 2023 non-statutory and statutory consultations (available on the Project website), and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing to the east and south of Chelmsford closely following the corridor with the existing 400 kV overhead line and the A12. Whilst noting the respondent's preference, no new factors have been identified nor new evidence provided nor identified to reduce the greater effects or address the constraints to routeing that are associated with following existing infrastructure. As such passing to the eastern or southern side of Chelmsford remains less preferred and no change has been proposed.			X	
9-7.208	Suggest relocation of Pylons TB134 to TB144 / TB145 (e.g. to mitigate impact on the environment, heritage, residents, emergency services, farmland, and schools, health)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes relocation of the section from			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		TB134 to TB144/TB145) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's published as part of the 2023 non-statutory and statutory consultations (available on the Project website), and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment (EIA) has been undertaken for the Project. The findings of the EIA are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.209	Criticism that the Project changes direction four times within 2km west of Chelmsford Road (e.g. close to protected assets)	Route design aims to achieve as straight and direct alignment as possible. However route design is also influenced by a range of constraints, environmental features and homes with a balanced decision made between the level of effects to the receptor and consistency with Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. In this case the additional effects to listed buildings from the direction changes are balanced against a need to find a route through with reduced direct and indirect effects. A straight alignment would increase the heritage effects and also be very close to residential properties and is less favoured. Environmental and other studies have not identified any further information to alter this previous conclusion and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		no new evidence is provided by the respondent nor further decision making factors identified therefore, no change is proposed. National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.				
9-7.210	Criticism that National Grid have rejected a 2.5 to 3km longer westward route through Section F for being less compliant with Holford Rule 3, although this route would avoid considerable cumulative negative heritage effects and reduce effects on residential properties in accordance with the Holford Rules, National Policy Statement for Energy (NPS EN-5) para 2.9.14 and the Electricity Act Section 9 / Suggest westward route through Section F	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that suggested by the respondent which goes to the north of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's published as part of the 2023 non-statutory and statutory consultations (available on the Project website), and the 2025 Design Development Report (document reference 5.15), National Grid set out			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the Environmental Impact Assessment (EIA) are				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.211	Suggest relocation of Pylons TB141 to TB144 to mitigate health and safety concerns for children travelling to Chelmer Valley High School	National Grid has considered the respondent's feedback, we have routed and sited the alignment in accordance with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. We have reviewed the alignment in the vicinity of Broads Green. Due to several constraints in the area such as Sparrowhawk Wood, school playing fields and residential properties, the alignment has remained as proposed in the statutory consultation. We have undertaken an Environmental Impact Assessment (EIA). The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application, which includes an assessment of traffic on Public Rights of Way (PRoW) as well as impacts to health and has included requirements for mitigation.			X	
9-7.212	Concern about the impact of the Project on a swathe of land designated Minerals and Waste in the Chelmsford Local Plan 2020 (in Section F between Essex Regiment Way and Pylon TB146, Little Waltham from Great Waltham)	Such minerals and waste sites (in this case the emphasis is on minerals) identify areas of potential extraction but whether they will actually be utilised is far less certain. There are no relevant planning applications and the Essex County Council (ECC) minerals planning			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		team have not made comment on the routeing at this location. On this basis no change is proposed.				
9-7.213	Concern that the proposed haul roads and construction lay down area in the field near Pylon TB180 will impact on flooding (e.g. exacerbates existing flooding issues on Ivy Barn Lane and concern that respondent's basement may get flooded)	Prior to construction, surveys will be undertaken to identify drainage systems within working corridors. The Project will secure a commitment to maintain the functionality of these systems, or provide for temporary alternative drainage measures, such that there is no increase in surface water flood risk within or downstream of working areas. National Grid has engaged with the Environment Agency (EA) as part of the project development. All works in the River Stour flood plain would be subject to a Flood Risk Activity Permit, which would require agreement with the Environment Agency. The design includes measures to mitigate flood risk, including an allowance for additional laydown areas to the north and south of the flood plain (e.g.: for temporary soil storage). The design also includes space for drainage attenuation ponds, to control the rate of discharge of surface water from the works to a rate agreed with the relevant Lead Local Flood Authorities.			X	
9-7.214	Suggest that representatives from National Grid visit the area from Margaretting to Padhams Green to fully evaluate the landscape and historical value of the area with a view to conducting a feasibility study for the use of underground cables from Margaretting to Padhams Green / Suggest the use of	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	underground cables for the Project from Margaretting to Padhams Green, or alternatively that smaller pylons are used for the Project between Margaretting and Padhams Green	overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The National Landscape (formerly Area of Outstanding Natural Beauty (AONB) designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the Natural Beauty of the designation. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for short section to facilitate a 400 kV overhead line crossing near Fairstead. The higher cost of underground cables elsewhere to bill paying consumers, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economic and efficient. A landscape and visual impact assessment has been undertaken as part of the Environmental Impact Assessment (EIA). The Landscape and Visual Impact Assessment (LVIA) sets out the potential landscape effects and identifies areas of mitigation planting to reduce visual impacts. The landscape and visual				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessment, including effects on the National Landscape, is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The Outline LEMP (document reference 7.4) includes details regarding the planting proposals. Appendix 11.1: Historic Environment Baseline Report (document reference 6.1.A1) includes a walkover survey (see Annex D Walkover Survey) and a setting survey of all designate heritage assets was undertaken. These documents required an extensive assessment of the Margaretting and Padham Green area. The historic background was researched and assessed, and a historic landscape characterisation sub chapter was created. The walkover survey allowed for the area to be ground truthed; any potential archaeological assets not previously identified from desk-based sources that were identified during the walkover were logged and added to the baseline for assessment. The setting survey allowed for the setting of all designated heritage assets to be in person assessed. This allowed for the wider landscape to be viewed and assessed by the project team. These surveys were crucial to the Baseline Report and assessment which then fed into the ES chapter 11.				
9-7.215	Concern about the impact of the Project between Pylons TB179 and TB188 and the associated haul road on respondent's property	National Grid is committed to minimising the impact that construction will have on local residents and landowners. Where possible, National Grid has sought to keep access and construction activities away from residential			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		properties, however in this area there are several existing constraints, such as woodland and infrastructure that the haul road has been routed to avoid. We will work with landowners and residents to ensure that access to properties, agricultural land and business is maintained throughout construction, should consent be obtained.				
9-7.216	Criticism of National Grid's reasoning for retaining the original proposed route for the Project at Anglia Ruskin University (ARU) Writtle (previously known as Writtle Agricultural College) rather than changing the Project to follow one of the alternative routes suggested by the respondent at the 2023 Non-Statutory Consultation (e.g. as the impact of the Project on ARU Writtle outweighs the impact of an alternative route on residents and woodland; as the alternative routes would not impact residents and woodland much more than the original route) / Suggest that the Project is routed further west so that it does not oversail ARU Writtle and passes over arable land and woodland instead (plan provided by respondent, with two alternative routes) (e.g. to mitigate impact on education at the Equine Unit on Cow Watering Lane)	National Grid notes the respondent's feedback. We have reviewed multiple alternative alignments in this area, however no change is proposed as the alignment oversailing the furthest north-eastern corner of the university grounds is preferred when compared to a permanent loss of woodland and a transfer of effects to residential properties as well as a listed building to the west if the alignment was to continue directly north from TB164 (now TB166). With regards to vehicular access requirements for the construction of the proposed scaffold tower required for the stringing activities, the project proposes to temporarily close the eastern section of Cow Watering Lane to allow for two methods of construction; • Temporary closure for the duration of the stringing removing the need to the scaffold towers. • Temporary closure for a short period of time to unload scaffold into the adjacent fields, access into those fields will still be required in			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		agreement with the landowner, however the number of people accessing the site would be reduced.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change (continued)						
9-7.217	Suggest the use of underground cables at Anglia Ruskin University (ARU) Writtle with the use of horizontal drilling under Victoria Road (west of ARU Writtle's land) (e.g. to mitigate impact on education at the Equine Unit on Cow Watering Lane). With this, suggest that National Grid reconsider use of scaffolding and the scaffolding rig on the adjoining road to ARU Writtle (e.g. to mitigate impact on the working stable yard of 70 horses)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Anglia Ruskin University (ARU) would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. With regards to the use of scaffolding, we are proposing to utilise a road closure and traffic management measures to remove the requirement for scaffolding over the road. Providing this can be agreed with the highways authority, this would reduce impacts to the stable yard and would remove the required access route through the campus.				
9-7.218	Suggest that Project is too close / routed further away from residences at the following locations: - Pylon TB141 – 136m from Balls Farm - Pylon TB142 – 143m from Annex at Two Hoots - Pylon TB153 – 190m from Springwood, Mashbury	There is no minimum distance specified in policy or guidance that must be achieved between the overhead lines and residential properties. We note the concern of proximity but welcome the recognition of efforts to position pylons carefully as alternative routes move		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Road - Pylon TB154 – 150m from Brittons Hall Farm - Pylon TB160 – 174m from The Haven - Pylon TB167 - 144m from Range Cottage - Pylon TB169 – 129m from Annex at Halfway House - Pylon TB172 – 173m from Greenacre, Bumpsteads Farm - Pylon TB178 – 150m from Inner Lodge Writtle Road - Pylon TB179 – 177m from Hoopers, Ivy Barn Lane - Pylon TB180 – 127m from Marshalls Farm - Pylon TB190 – 86m from White Tyrrells Cottages It is recognised and welcomed that most of the pylons have been sited so that they are not positioned either directly in front of or directly to the rear of residential properties (e.g. to limit the possibility of the pylons being in the direct line of sight from front and rear facing windows). However, concern that this is not the case for Pylon TB180, which would be in the direct line of sight of Marshalls Farm, and suggest that Pylon TB180 should be relocated	pylons closer to other properties or require additional changes of direction. With regards to TB180 the alternative to seek to reduce effects is to move further south by around 60 m. This would increase and unbalance span length and is not preferred. The position chosen should provide some screening with views limited to the north-eastern edge of the property and in the absence of any policy inconsistency of this no change is proposed.				
9-7.219	Concern that Pylon TB190 is sited too close to White Tyrrells Cottages, causing health concerns due to proximity of Electric and Magnetic Fields (EMF) and visual impact to residents	The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on		X		X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. All the equipment which forms part of this Project, will be fully compliant with these polices, set to protect everyone. This is documented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. Notwithstanding the above, TB190 (now TB193) has been moved further to the west of the respondent's property as part of another requested change to reduce impacts on Grade II* Listed Church of St Mary at Buttsbury. We have completed an Environmental Impact Assessment (EIA) which assesses the visual impact of the Project within the Landscape and Visual Impact Assessment which can be found in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) as well as the ES Chapter 10: Health and Wellbeing (document reference 6.10), including the perceptions of impacts from Electric and Magnetic Fields (EMFs) arising from the Project, and details and mitigation required.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.220	Suggest that construction traffic use the existing slip road on the A12 instead of routing through Margaretting, and consider whether access could be achieved from Writtle Road rather than using Ivy Barns Lane, which is unsuitable	Following comments received at consultation, including feedback from the Local Highway Authority, National Grid has reviewed this proposed Primary Access Route (PAR). Our assessments take into account the preferable traffic and transport perspective which is to use the full junction on the A12 at J15, thus routing though Margaretting. This route would be the worst-case scenario and has the greatest number of sensitive receptors. We have assessed this option to ensure it is feasible if the slip road off existing A12 J14 (which has reduced receptors) is inaccessible. The option to use J14 slip road will remain. Access from Ivy Barns Lane is preferred over Writtle Road because Ivy Barns Lane directly intersects the haul road whereas Writtle Road is located over half a kilometer away and would require and additional haul road to connect the public highway and the haul together. Impacting more land owners.		X		
9-7.221	Concern about the impact of Pylon TB166, as it is proposed less than 300m from land at Ongar Road, Writtle, and request for confirmation on whether the pylon would be outside the Safety Clearance Zone for proposed residential development. With this, suggest that the Project at the west of Writtle should be rerouted to allow for an equal buffer to the rest of built-up areas in Chelmsford, with the Project relocated at least 1km to the west from the existing	There is no safety clearance zone between overhead lines and residential zones that is comparable to those around gas pipelines although electrical safety clearances must be achieved but represent only a 30 m corridor based on the pylon centreline. National Grid does not use standard minimum distances from residential properties or new developments such as at Ongar Road near Writtle as a routeing consideration. Applying an arbitrary distance may be too big or too			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	and proposed built-up area of Writtle (e.g. to mitigate impact on landscape, visual and amenity for residence of Writtle). Additionally, concern about the proximity of the draft order limits and permanent access route for the Project to land at Ongar Road (e.g. impact on future residential development)	small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Appendix I22 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties.				
9-7.222	Suggest that Pylon TB164 is relocated away from respondent's properties at Newney Green, with an alternative route for Pylons TB164 and TB165 which involves only a minor adjustment (e.g. benefits include a straighter and simplified engineering solution, the potential to have one less pylon, and mitigation to impacts on a listed building and residential property, reduced compensation costs, and improved site access) / Request for a response / Suggest that the Project should cross the protected lane at the more screened location to the west of Chelmsford (plans provided by respondent and change previously requested by respondent; e.g. to mitigate impact on protected lanes and listed buildings)	National Grid has considered the respondent's feedback and has reviewed multiple alternative alignments in the vicinity of Writtle, including TB164 and TB165 (now TB166 and TB167). Due to the presence of gas and oil pipelines, an agricultural college, woodland, an historic landfill and various Grade II listed buildings and residential properties, the alignment requested by the respondent is not preferred either technically nor environmentally and we are therefore not proposing a change in this location. National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment, including on protected lanes, and listed buildings, resulting from the construction of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.223	Suggest that the Project should be routed along the A12 corridor between Colchester and Ingatestone	In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's published as part of the 2023 non-statutory and statutory consultations, which can be found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing to the east of Chelmsford parallel to the existing 400 kV overhead line and the A12. Whilst noting the respondent's suggestion and after consideration, no new factors have been identified nor new evidence provided nor identified to reduce the greater effects or address the constraints to routeing. As such the eastern alignment remains less preferred and no change has been proposed.			X	
9-7.224	Suggest that the Project should pass to the north of Chatham Green before turning south near Pleshy and passing through the gap between Mashbury and Chignal Smealey (e.g. for a straighter alignment that enables use of lower pylons / T-pylons, as the use of T-pylons in the section around North Chelmsford and Writtle was previously dismissed by National Grid on the basis that their preferred route has many changes of direction and as such was not suitable for T-pylons)	In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. In response to feedback received during the 2024 statutory consultation and 2025 targeted consultations we have considered the application of the mitigation hierarchy including alternative pylon types and the case for the use of underground cable. In respect of the use of underground cable, the location is not designated in terms that engage a switch from the starting presumption in NPS EN-5 of the acceptability of overhead line. Nor do we consider that the effects engage with the thresholds associated with paragraph 2.9.23 of NPS EN-5 to also prompt to the use of underground cable in certain other areas. Even if the thresholds were met a likely design requirement would				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		be Cable Sealing End (CSE) compounds somewhere northwards of TB136 and southwards of TB143 which bring their own effects and would be at an additional cost that we do not consider to be justified given the levels of effect. We have also considered pylon type and localised alignment variations responding to feedback from Historic England and other stakeholders. This includes the stakeholder feedback in this case to consider a western al rnative route and alternative pylons. We do not agree that T pylons are an appropriate design selection, as in this where they will be viewed in most cases against vegetation and appear more stark than the alternative lower height lattice pylon. We do however consider that a low height lattice pylon will be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting. To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Road and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, will progress using the defined LoD with the use of two standard pylons between TB143 and the river with four low height pylons to the north of the river in place of three low height pylons shown on the works plans.				
9-7.225	Suggest that the Project should be routed to the west of the Chignals, including the Westerly alternative and any different westerly alignments not picked up on in the Design Development Report (DDR). With this, suggest that the Project should be routed parallel to Fox Road/Mashbury Road to the west of Great Waltham before turning south through a gap between Chignal Smealey and Mashbury (e.g. to reduce impact on great crested newts at respondent's property without substantially adding to the length of the route or creating technical issues)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that suggested by the respondent to go north of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the 2022 Corridor and Preliminary Routing and Siting Study (CPRSS) available on the Project website and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.226	Oppose the change to the Project at Chignal St James (Para 4.15.52 of the April 2024 Non-Statutory Consultation Feedback Report) as Pylon TB154 has been moved from a well screened location into a field adjacent to Mashbury Road (right next to the respondent's property (address provided by	The change is actually described from para 5.4.188 52 of the 2024 Non-Statutory Consultation Feedback Report and is related to a slight straightening of the alignment to reduce from four angle pylons to two angle pylons to increase consistency with Holford Rule 3 and also seek to balance the position of pylons so that the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	respondent) where it will be clearly visible from first floor windows) and the benefit of moving Pylon TB153 further from the road on the other side is minimal (as it is still sited in clear view in the centre of an open field) / Suggest that Pylon TB154 is relocated back to the previously proposed location (e.g. to mitigate impact on residence)	distance to properties is more equidistant. A summary of the Holford Rules is provided within Appendix I22 of this report. On the 2024 preferred draft alignment, the properties to north and south are each approximately 190 m from the nearest pylon (now numbered TB155 and TB156. A move to the original position of TB156 (previously TB153) to the original position would not be possible due to unbalanced span lengths and would only be achieved by increasing effects on an adjacent residential property. No change is therefore proposed.				
9-7.227	Suggest relocation of Pylons TB120 to TB123 away from Boreham Road (e.g. to mitigate impact on heritage, the environment, business and property) (address provided by respondent)	National Grid has considered the respondent's feedback, due to multiple constraints in this area such as woodland, residential properties and listed buildings, it is not possible to move the alignment between TB120 and TB123 (now TB122 and TB125) further south away from the respondent's property without transferring or increasing effects on other properties or increasing woodland loss. We are therefore not proposing a change to the alignment at this location. National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation measures (in			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consultation with relevant stakeholders) to reduce potential effects				
9-7.228	Request that Pylon TB167 is moved further west away from the respondent's property	National Grid has reviewed the location of TB167 (now TB169) following feedback to move this pylon further west. In order to move TB167 further west, TB168 (now TB170) would have to move north-west, which would then require an additional pylon between TB168 and TB169 (now TB171) in order to maintain the span length required for the road crossing. This route would also be slightly longer and less direct, therefore less consistent with the Holford Rules (see Appendix I22 of this report). Due to the additional pylon which would increase effects on other properties, we are therefore not proposing to change the location of this pylon.			X	
9-7.229	Suggest that the Project is routed in the 'white land' to the east of the A120 (e.g. the direct routes between the Boreham and Rawreth substations) and that underground cables are used at this location (e.g. to mitigate impact on Chelmsford in Metropolitan Green Belt)	In the Corridor and Preliminary Routing and Siting Study (CPRSS) and in the 2023 and 2024 -Design Development Report's (available on the Project website), National Grid sets out the challenges associated with routeing to the east of Chelmsford parallel to the existing 400 kV overhead line, which is the design solution required to achieve the direct route between the two substations the respondent notes. Whilst noting the respondent's preference, no new factors have been identified nor new evidence provided to reduce the greater effects or address the constraints			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to routeing. As such the eastern alignment remains less preferred and no change has been proposed.				
9-7.230	Suggest that the Project should follow a more direct route between Pylon TB160 and TB168 (plan and visualisations provided by respondent; e.g. for cost saving to National Grid through a more direct route, removing a turning point and reducing the number of pylons needed; to mitigate impact on listed lane, listed building, residents, farming; for improved site access for construction period; given that this change required little change to published draft orders). Although the area is constrained due to existing gas and oil pipelines on site measurement suggests that the revised siting of Pylon TB164 is viable and access is practical. With this, suggest that an engineer or designer from National Grid should visit the site to assess this change request (e.g. as a desktop assessment is insufficient)	National Grid has considered the respondent's feedback and has reviewed multiple alternative alignments in the vicinity of Writtle, including between TB160 and TB168 (now TB162 – TB170). Due to the presence of gas and oil pipelines, woodland, an historic landfill and various Grade II listed buildings and residential properties, the current alignment is preferred, and we are not proposing a change to the alignment in this location.			X	
9-7.231	Suggest that the Project should follow a north-western route around Great Waltham (plan provided by respondent, e.g. to mitigate impact on residences and listed properties)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that suggested by the respondent to go north of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.233	Oppose the change to the location of Pylon TB160 as it has been moved to the centre of respondent's field (e.g. concern about impact on farming and soil compaction from the haul road), and suggest that Pylon TB160 is relocated back to its previous location on the northern boundary of the field (plan provided by respondent)	National Grid notes the respondent's feedback. TB160 was moved to its current location as it is further from properties on Roxwell Road as well as technical issues requiring more space for stringing of the overhead conductors, as well as addressing flood risk concerns, by moving the pylon out of the flood zone associated with Roxell Brook. We therefore are not proposing a change to the alignment in this location. The haul road is temporary for construction and land will be reinstated after construction is completed. Should any landowner have any specific queries regarding impacts to farming or compensation please contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.			X	
9-7.234	Criticism that the Preliminary Environmental Report (PEIR) Volume 3, Technical Appendices 3-4, Section	ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) looked more in-			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	3.7.84-87 – pp 705 ff – contains inaccurate, out of date, incorrect information on the roman site near to Pylon TB147 / Criticism that the assessment is based on the Heritage Gateway entry from 1993 (Heritage Environment Record 1013) which is 30 years old and does not account for the more recent archaeological investigations reported on last year / Suggest that National Grid contact landscape archaeologist (contact details provided to National Grid) about the roman site	depth at this asset with data received from the HER. The information from the HER was detailed and was part of the December 2024 data batch. As the asset was located towards the periphery of the 250 m study area for non-designated heritage assets, and that the HER reports that the asset was most likely quarried away from later extraction activities and therefore destroyed, the asset was given a proportional assessment and not taken forward to the Environmental Statement assessment stage.				
9-7.235	Concern that Pylons TB157, TB158 and TB159 are located at old Roxwell Quarry, Roxwell Landfill at Boyton Hall Farm (e.g. as they are sited on the landfill cap and are likely to fail)	Roxwell Quarry is located between pylons TB155 (now TB157) and TB156 (now TB158). Boyton Cross Landfill is located between pylon TB159 (now TB161) and Roxwell Road. TB155 (now TB157), TB156 (now TB158) and TB159 (now TB161) are located within 50m of historic landfill sites. TB157 (now TB159) and TB158 (now TB160) are not within proximity of historic landfill sites. National Grid will continue to engage with the owner of the Roxwell Quarry and Boyton cross landfills to verify their site boundaries and to agree constriction and access methodologies in proximity to the sites. All pylons have been sited to fall outside of the known boundary of historic landfill sites. Pylons within these areas have been assessed through our geotechnical risk assessment of the route. Landfill owners have been contacted by the Projects land agents as parts of the geotechnical investigations completed to date.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Environmental testing was also undertaken at the proposed pylon positions to assess for any contamination leakage that may be occurring from the landfill site (none were found).				
9-7.236	Suggest alternative route for the Project between Pylons TB159 and TB164 (shown on plan as west of the currently proposed route), so that Pylons TB160 to TB163 are relocated further away from footpaths and residences along the A1060 (plan provided by respondent)	National Grid has considered the respondent's feedback and has reviewed multiple alternative alignments in the vicinity of Writtle, including a more western alignment between TB159 and TB164 (now TB161 and TB166). Due to the presence of gas and oil pipelines, woodland, an historic landfill and various Grade II listed buildings and residential properties, the alignment requested by the respondent is not preferred either technically nor environmentally and we are therefore not proposing a change in this location.			X	
9-7.237	Suggest alternative route for the Project in Section F to follow alongside the A12 and existing overhead lines (plan provided by respondent)	In the Corridor and Preliminary Routing and Siting Study (CPRSS) and in the 2023 and 2024 Design Development Reports (available on the Project website), National Grid sets out the challenges associated with routeing to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference, no new factors have been identified nor new evidence provided nor identified to reduce the greater effects or address the constraints to routeing. As such the eastern alignment remains less preferred and no change has been proposed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.238	Suggest the use of underground cables for the Project at the Chelmer Valley Crossing	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Chelmer Valley crossing would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.239	Suggest that the Project is routed further west of Chelmsford and the Chignalls villages (e.g. to reduce impact on residents)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that suggested by the respondent to go north of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Whilst noting the respondent's preference for the western alternative, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.240	Concern about the impact of Pylons TB189, TB190 and TB191 will have on sheep farm / Oppose the change to the Project at this location as five of the respondent's fields are now impacted and suggest that pylons should be relocated to field boundaries. Specifically, suggest that Pylon TB190 is relocated westward to approximately grid ref. TQ66594 98563 and that Pylon TB191 is relocated westward to grid ref. TQ6654598268 (e.g. to reduce the number of fields to be crossed by the Project; avoid the removal of large oak tree; to mitigate impact on residents; though it would move the Project closer to the church, it would be preferable to the original planned route in the Wid Valley to the west of the churches)	A change has been made in this location to respond to the respondent's feedback and also to requests to reposition pylons to either side of Buttsbury Church and to reduce visual effects. TB190 and TB191 (now TB192 and TB194) have been moved to the west and south and as close to field boundaries as possible. The respondent's preference for the original positioning of the graduated swathe in the 2022 non-statutory consultation is noted, but in the absence of new evidence or the identification of further factors it is considered that the reasons for change, most notably effects on Grade I listed heritage assets, remain valid and no change back to that position is proposed.			X	X
9-7.241	Suggest alternative route for the Project to the west of Writtle (map provided by respondent), and criticism that National Grid say that they have considered and rejected the alternative route but have not provided evidence as to why the change request has not been proceeded with (e.g. no relocation of pylons to mitigate impact on farming; no survey on alternative route; no proposed relocation of the haul road; no ability to negotiate licence agreements that fit respondent's specific farm, so National Grid have served Section 174 Compulsory Notices)	National Grid has carefully considered the alternative routes proposed and acknowledges some improved compliance with some aspects of the Holford Rules in some cases but has also identified aspects where there is reduced compliance for those routes. A summary of the Holford Rules is provided within Appendix I22 of this report. Most notably and through discussion with Natural England are the potential effects on ancient woodland. Whilst noting that some parts have been coppiced, the advice received is that more regular coppicing (as required to maintain clearances) would be incompatible with the retention of the habitat as ancient woodland through change of regime. Further detail on the reasons is set out in the Design Development Report (DDR)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		published in 2023 (paragraph 5.5.129) and in the DDR published in 2024 (paragraph 5.4.196). In light of the feedback from Natural England there was no justification for completing surveys on an alternative route that was not able to be taken forwards. On the other points we have to balance the potential for effects on a range of factors. In this case the route is approximately mid-way between properties and a change around TB175 to TB176 to follow field boundaries would position the line much closer to a number of residential properties potentially oversailing gardens with increased vegetation loss and the pylons would still be within fields slightly away from the field edge to avoid construction works within gardens if possible. This may actually lead to increased effects on farming compared with a more midfield position. Temporary construction access is routed, in the main, along the alignment and usually set back from hedgelines to protect any tree root zones, as otherwise route length and effects are increased by the need for additional spurs out to pylon works locations.				
9-7.242	Concern that the access routes over private land would impact the respondent's security by providing three accesses onto private land / Request information relating to how the access will be secured / Oppose additional access options and routes onto respondent's farm	During construction and maintenance of the overhead line, both National Grid operational teams and the construction Principal Contractor have a duty to control construction access to the work site. In order to comply with this requirement a detailed plan would be developed which demonstrates how site access would be controlled. During this time, Access Accommodation			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Engineers would engage with landowners to review the plans on a site-by-site basis. The measures for controlling and securing access points during construction are set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and will be implemented by the Principal Contractor in line with Project requirements. Any site specific considerations relating to landowner activities and concerns can be flagged during engagements with our lands team who will pass on the relevant information to the delivery contractors. National Grid notes the respondent's feedback with regards to the permanent access route and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as this will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements.				
9-7.243	Criticism of the placement of a pylon in the middle of respondents field (e.g. due to the impact on the productivity of the land, including concern that	National Grid notes the respondent's feedback. In the case of pylon TB188 (as numbered in the statutory consultation) this was moved from the north of the river			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	National Grid will to take out insurance insure cover the restoring / rebuilding a pylon and the overhead lines, loss of power to the consumers affected, repairs / replacement of the tractor and equipment and potentially loss of life	to south of the river in response to technical review by the engineering team and an identified need to reduce construction risk by moving it out of an area at increased risk of flooding. We note the respondent's feedback regarding concern about the impact on productivity of the land, when requested, we do try to position pylons at the edges of fields along hedgelines where possible including when positioning TB188 (now TB190), which is as far into the corner of the field as possible. The location of pylons is carefully considered so as to balance the needs of landowners and occupiers against the need to build an economic, efficient and coordinated network for electricity transmission. National Grid has insurance arrangements, including public liability insurance, to cover the potential liabilities arising from the construction, operation, and maintenance of the network.				
9-7.244	Suggest that the haul road is relocated further west away from respondent's property near Ingatestone Road (e.g. to mitigate the noise, dust and visual impact on residence), and suggest that Pylon TB190 is relocated further north and/or west away from the respondent's property	National Grid notes the respondent's feedback, TB190 (now TB193) has been moved further west and south away from the respondent's property as requested. The haul road in this location remains to the east of the alignment due to the need to tie in with the cross over bellmouth which is positioned in a location that meets highways safety requirements. We have moved the haul road as far west as possible.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.245	Suggest underground High Voltage Direct Current (HVDC) cables through Roxwell Parish (e.g. due to its character landscape features)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Roxwell would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.246	Criticism of the Project between Pylons TB129 and TB131, due to the negative impact on the nine residences on Braintree Road impacting views and footpaths / Request these pylons are moved further northeast / east to the open land, to increase the distance from Braintree Road (at the least request Pylon TB130 is moved to reduce impact on views or have longer spans between pylons)	The alignment is more than 400 m from the properties indicated on Braintree Road, a distance that is not considered to lead to effects that are inconsistent with NPS EN-5. A change to move the pylons further away would require additional angle pylons or a longer route to be adopted and be less consistent with Holford Rule 3. A summary of the Holford Rules is provided within Appendix I22 of this report. No specific change in response to this feedback is proposed. However, we note that subject to the outcome of the Minerals Plan consultation, pylons northwards of TB131 (now pylon TB133) may be moved to the east to reduce effects on minerals extraction.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.247	Suggest that the Project is routed to the east of Chelmsford (e.g. to protect The Chignalls) / Suggest that the Project is routed to the eastern side of Chelmsford where the presence of wooded river valleys could host the line and provide topographical mitigation	In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and 2024 Design Development Report's (available on the Project website), National Grid sets out the challenges associated with routeing to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference, no new factors have been identified nor new evidence provided nor identified to reduce the greater effects or address the constraints to routeing. As such the eastern alignment remains less preferred and no change has been proposed.	X		X	
9-7.248	Suggest that Pylons TB160, TB161 and TB162 are relocated further away from respondent's property on Roxwell Road (address provided by respondent), behind the row of poplars / to the west, or suggest the use of underground cables for the Project at this location	National Grid has considered positions further to the west but the layout of two pipelines running broadly north to south restricts the positioning of pylons without requiring additional angle pylons less consistent with Holford Rule 3. A summary of the Holford Rules is provided within Appendix I22 of this report. In respect of underground cables, we are guided by the position set out in National Policy Statement (NPS) EN-5 which identifies the presumed acceptability of overhead lines supported on pylons as the appropriate technology. The other conditions that may change this presumption, as set out in the NPS, do not apply in this location.			X	
9-7.249	Suggest that reinstated groundworks for the Project at Anglia Ruskin University (ARU) Writtle need to be	Soil surveys would be undertaken along the route of the Project to identify the nature of the soils present, to include soil texture, topsoil horizon thickness and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	exceptional to withstand equine movement without causing potential hazards	sensitivity in relation to soil handling and reinstatement. This information would be detailed within the Soil Management Plan (forming part of the Construction Environmental Management Plan (CEMP)) which would set out how different soils (topsoil and subsoil) would be handled and reinstated where applicable to ensure they are restored to as close to their pre-construction condition.				
9-7.250	Suggest that the Project is rerouted between Pylons TB120 and TB132 away from Fuller Street and Chatham Green (e.g. to mitigate impact on commercial value)	National Grid has considered the respondent's feedback highlighting a preference for an alternative alignment between TB120 and TB132 away from Fuller Street and Chatham Green. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. We are therefore not proposing a change to the alignment at this location, A summary of the Holford Rules is provided within Appendix I22 of this report.			X	
9-7.251	Suggest an alternative route for the Project east of Chelmsford from Pylon TB91, South of Kelvedon, through rural area to Boreham and then along present infrastructure of roads and railways and	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that suggested by the respondent to go east of Chelmsford from Pylon TB91			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	rejoining the proposed route for the Project around Pylon TB189, near Ingatestone	following roads and railways to rejoin near TB189) to the east and also to the west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. There are some locations where there is no available space for overhead line or underground cable and following roads and railways transfers effects to other receptors. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.252	Suggest that the Project follows the Great Waltham Alternative Route (as on page 58 of the National Grid Design Development Report June 2023)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that preferred by the respondent to go on the alternative route to the west of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental				

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		Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.253	Suggest an alternative route for the Project north of Great Leighs from Pylon TB110, near Fairstead, and rejoining the proposed route for the Project around Pylon TB155. This travels to the roundabout south of the racecourse, follows along west side of the bypass, goes west of Little Leighs, Chatham Green, north of Great Waltham and rejoins at Pylon TB155, Chignal	National Grid does not consider this proposed route to be deliverable as the area to the west of the roundabout south of the racecourse is part within a relatively of an extensive hybrid application for housing. It is also a relatively longer route given the level of further deviation to the west and performs less well than the route passing to the south of Great Leighs via Pleshey. As such no change is proposed.			X	
9-7.254	Suggest an alternative route for the Project north-west of Great Waltham and West of Chatham Green from Pylon TB122 or TB123 Boreham Road, Great Leighs, crosses Deres roundabout, goes west of Chatham Green, north of Great Waltham and rejoining the proposed route for the Project at Pylon TB155, Chignal	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that preferred by the respondent to go on the alternative route to the west of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				

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9-7.255	Suggest an alternative route for the Project east of Sandy Wood from around Pylon TB111, Fairstead Station, turning south-west, past east of Sandy Wood, across Longfield Solar Farm (Secretary of State approved) to above Noakes Farm and turn west South of Lyons Hall Wood, crossing the A131 and rejoining the proposed route for the Project at around Pylon TB132 or TB133, Great Waltham	This alternative route east of Sandy Wood is around 15 % longer (approximately seven km compared with around 6 km) than the alignment and is considered likely to require several more angle pylons to route around several areas of ancient woodland and many dispersed residential properties, therefore less consistent with Holford Rule 3. A summary of the Holford Rules is provided within Appendix I22 of this report. Whilst removing or reducing effects experienced at some residential properties these would be transferred to other residential properties near the alternative alignment with no material benefit.			X	
9-7.256	Suggest that the Project is rerouted to run east and south of Chelmsford running in close-parallel with either existing electricity infrastructure or more general infrastructure such as major roads (e.g. to restrict impacts to areas already affected by its infrastructure, in order to reduce adverse landscape, visual and other harms overall) / Suggest that the Project is rerouted through Grades 3 and 4 land to the south and east of Chelmsford / Suggest that the Project is re-routed to the south and east of Chelmsford or slightly closer to Bushy Wood (map provided by respondent)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that preferred by the respondent to go to the east of Chelmsford in close parallel to existing overhead lines or transport infrastructure) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed with other challenges to following existing infrastructure also still present leading to a route no better performing even if the challenges could be overcome. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.257	Suggest that the Project follow a more western alignment (as per the Design Development Report (April 2024) at 5.4.179 and Fig. 5.25 Alignment at Great Waltham) diverting west from Pylons TB024/TB025 on the 2024 preferred draft alignment, passing to the north of Warner's Farm before turning south (e.g. to mitigate impact on heritage and residents at Braintree Road and between Little Waltham and Great Waltham)	National Grid has considered alternative alignments in the vicinity of Little and Great Waltham, but they are less preferred. A more westerly alignment was routed away from Little Waltham diverting towards Pleshey and then southwards towards Chignal Smealey, avoiding residential properties on Braintree Road. Whilst noting some reduction in effects for some environmental topics, the alternative is a longer route and overall is considered less preferred. In making the decision, National Grid is mindful that the design of the Project, as refined following statutory consultation and targeted consultations, is consistent with relevant policy. Environmental assessment has not identified any further information to alter the preference for the route and no new evidence is provided by the respondent nor further decision making factors identified. More locally in this section we took forward a slight change of alignment following statutory consultation. The change adjusts some pylon positions, along with a change of pylon type to low height lattice pylon for a section of the alignment to the north and south of the River Chelmer. The alignment and pylon type change collectively reduce effects on heritage assets (particularly from a view from the rear of the Grade I Listed Langleys), veteran trees and reduce community effects in line with the feedback.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The effects of the Project are assessed and presented in the Environment Statement (ES) and this has identified any need for additional mitigation.				
9-7.258	Suggest that the Project uses underground cables between Little Waltham and Great Waltham, extending to include Larks Lane and Broads Green	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Walthams would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.259	Criticism that the Project runs close to an existing redundant overhead line through the area of South Woodham Ferrers (e.g. the overhead line was due to be removed but has not been due to lack of funding, so criticism that National Grid have not removed this and are also going to impact the environment further with the Project)	The overhead line referred to is around 12 km to the east and is the connection to the Bradwell Nuclear site. It is not functionally connected to the Project so it is not for the Project to review the status of these assets. Alternative connections potentially using this route (subject to upgrade) were considered but are less preferred as they would require more infrastructure than proposed for the Project.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.260	Suggest the Project should follow the A131 to Rettendon Common (e.g. a direct route)	National Grid has considered this feedback and the detail of the proposed route via the Rettendon Common area which has similarities with alternatives routeing to the east of Chelmsford and potentially via Rayleigh. Whilst noting the opportunity in some sections to adopt an alignment close to the existing 400 kV overhead line (potentially in place of an undergrounded 132 kV connection) the route is not achievable due to the absence of space for either a 400 kV overhead line or underground cable at Sandon. Adopting the route of the 132 kV is not possible as it would require oversail of either the UK Power Networks substation or the adjacent school, neither of which are considered appropriate. Even if this was able to be addressed, any such route would have its own effects with the potential for these effects to be greater because of the restrictions by routeing alongside another overhead line. In the absence of new evidence or further information on new factors we continue in our view that this alternative is not deliverable, therefore no change is proposed.			X	
9-7.261	Suggest the use of underground cables for the Project between Chatham Green and Writtle	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		is ''*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Chatham Green and Writtle would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-7.262	Suggest that the Project is transposed to the existing 400kV overhead line (south) at Pylon TB108 (e.g. the existing 400kV overhead line is used for the Project at this location) with a new route for the existing overhead line to the west of its current position (plans provided by respondent) (e.g. to avoid the need to use underground cables for the Project to go under the existing 400kV overhead line), as follows: - Suggest that the new overhead line is then either routed across the existing 132kV overhead line to the south of Fuller Street and then along the eastern border of Longfield, or that the new overhead line is routed to the south across Longfield with the existing 132kV overhead cables replaced by underground cables when the new overhead line; - Then, suggest a single route for the new overhead line from near Waltham Road to the south (e.g. both route options join here), with the existing 132kV underground cables changing back to overhead line at this location should the second route option be chosen;	National Grid has considered this feedback and the detail of the proposed route which has similarities with corridors L and Q that were considered in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website). Whilst noting the opportunity in some sections to adopt an alignment close to the existing 400 kV overhead line (in place of an undergrounded 132 kV connection) the challenge of the absence of space for either a 400 kV overhead line or underground cable at Sandon remains. Adopting the route of the 132 kV overhead line is not possible as it would require oversail of either the UK Power Networks substation or the adjacent school, neither of which are considered appropriate. In the absence of new evidence or further information on new factors we continue in our view that this alternative is not deliverable, therefore no change is proposed.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	- At Boreham, suggest that the existing 132kV overhead line should be replaced by underground cables and the new overhead line is routed in its place; - To the south of Boreham, suggest that the new overhead line could follow parallel to the existing 400kV overhead line rather than following the existing route of the 132kV overhead line (e.g. to mitigate impact on the Conservation Area; - At Howe Green, suggest that the new overhead line either follows the route of the existing 132kV overhead line (which should be replaced by underground cables), or that if transposing of the lines is possible, that the new overhead line should be routed to the east of the A12 (e.g. to mitigate impact on Sandon Village); - Suggest that the new overhead line rejoins the currently proposed Project at Pylon TB189 near Ingatestone					
9-7.263	Suggest alternative route for the Project around the east of Chelmsford (to Pylon TB189 near Ingatestone) (plans provided by respondent), with use of underground cables where the Project would cross the existing 400kV overhead line near Howe Green	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that suggested by the respondent to go to the east of Chelmsford as well as alternatives to the west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. The feedback did note the use of underground cable to cross an existing 400kV route however that becomes superceded given that this alternative is not taken forwards. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.264	Suggest that Pylon TB188 is relocated away from respondent's land near Stock, Essex (e.g. to mitigate impact on farming and protected species (list provided by respondent)) / Oppose the change to the location of Pylon TB188 from the previous consultation / Criticism that the 2024 Design Development Report does not mention the change of positioning of Pylon TB188 onto respondent's property or provide a justification for the change, and the change was not discussed or agreed with the respondent / Criticism that National Grid have justified the change with Pylon TB188 being in moved out of an area of increased flood risk, but the respondent's land also frequently floods	National Grid notes the respondent's feedback. In the case of pylon TB188 (now TB190) this was moved from the north of the river to south of the river in response to technical review by the engineering team and an identified need to reduce construction risk by moving it out of an area at increased risk of flooding. A Flood Risk Assessment (document reference 7.9) has been prepared that assesses the impacts of the Project on flood risk from a range of sources during its construction and operation. The FRA (document reference 7.9) includes an assessment of the impact of flooding. With regards to the 2024 Design Development Report (available on the Project website), this report does not describe every change made to the Project, rather focusses on a high-level description of how the Project has developed and the reasons why. The changed position of TB188 was consulted on at our statutory			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consultation and feedback on the positioning has been read and taken into account.				
9-7.265	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report (document reference 5.15), published as part of the Development Consent Order (DCO) application.			X	
9-7.266	Suggestion that the Project is routed away from / the Project should not be located at Broads Green (e.g. Pylons TB141 to TB150)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that suggested by the respondent to be route / located away from Broads Green i.e. away from TB141 to TB150) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary, Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and 2024 Design Development Reports published in subsequent consultations (available on the Project website), and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.267	Suggestion that the Project is routed away from / the Project should not be located at Hylands Estate	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that suggested by the respondent to go north of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and 2024 Design Development Reports published in subsequent consultations, found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) and this has identified any need for additional mitigation.				
9-7.268	Suggestion that the Project is routed away from / the Project should not be located at Chignall St James	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Chignall St James In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		proposing a change to the alignment at Chignall St James.				
9-7.269	Suggestion that the Project is routed away from / the Project should not be located at Chignall Smeally	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Chignall Smeally. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Chignall Smeally.	X		X	
9-7.270	Suggestion that the Project is routed away from / the Project should not be located at Little Waltham	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to be routed away from Littlego north of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's2023 and 2024	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Design Development Reports published in subsequent consultations, found on the Project website, and the 2025 Design Development Report (document reference 5.15) submitted as part of the Development Consent Order (DCO) application, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the Environmental Impact Assessment (EIA) are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
9-7.271	Suggestion that the Project is routed away from / the Project should not be located at Newney Green	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Newney Green. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Newney Green.			X	
9-7.272	Suggestion that the Project is routed away from / the Project should not be located at Margaretting	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Margaretting. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Margaretting.				
9-7.273	Suggestion that the Project is routed away from / the Project should not be located at Roxwell	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roxwell. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Roxwell.	X		X	
9-7.274	Suggestion that the Project is routed away from / the Project should not be located at Writtle	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Writtle. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment.	X		X	

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		Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Writtle.				
9-7.275	Suggestion that the Project is routed away from / the Project should not be located at Broomfield	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Broomfield. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Broomfield.			X	
9-7.276	Suggestion that the Project is routed away from / the Project should not be located at Chelmsford	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Chelmsford. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		"Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Chelmsford.				
9-7.277	Suggestion that the Project is routed away from / the Project should not be located at Great Waltham	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments (which includes that suggested by the respondent to not route the project near to Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's published as part of the 2023 non-statutory and statutory consultations, which can be found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) and this has identified any need for additional mitigation.				
9-7.278	Suggestion that the Project is routed away from / the Project should not be located at Ingatestone	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ingatestone. In the absence of a specific basis for the change or a proposed alternative alignment, we			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Ingatestone.				
9-7.279	Suggestion that the Project is routed away from / the Project should not be located at Buttsbury	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Buttsbury. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Buttsbury.			X	
9-7.280	Suggestion that the Project is routed away from / the Project should not be located at Fryerning	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Fryerning. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Fryerning.				
9-7.281	Suggestion that the Project is routed away from / the Project should not be located at Stock	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Stock. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Stock.			X	
9-7.281-1	Suggest that the Project is relocated further south from Great Leighs village	In the absence of a specific basis for the change or a proposed alternative alignment, National Grid has considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We have therefore not proposed a change to the alignment at this location.				
Economic/Employment impact						
9-7.282	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.283	Concern that Pylons TB152, TB153, TB154 and TB155 are located on fields adjacent to a former mineral quarry site which are safeguarded in the Essex County Council Minerals Plan due to their significant potential for future extraction of sand and gravel / Suggest that National Grid should consider the Essex Mineral Plan Review and that the Project should be routed away from the identified mineral site at The Chignals (as in the Essex Mineral Plan Review)	Minerals can only be extracted where they are present and as a result extensive areas are identified as minerals safeguarded areas. As they are so extensive and may not actually progress, the approach taken is to consider those which have reached a particular stage within the planning system (see paragraph 5.4.4 of the 2024 Design Development Report (available on the Project website) and covering screening / scoping, allocated, being consulted upon as Regulation 18 sites. The area identified does not meet these criteria and therefore has not been avoided.			X	
9-7.284	Concern about impact of Project on respondent's estate in Margaretting (which contains residential let property, commercial let property, rented fishing lake, turkey rearing business and private run game shoot) due to impact on business, impact to the estate as a filming location, and impact to security and disturbance of woodland turkey business	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of businesses. The Development Consent Order (DCO) application is accompanied by an Environmental Statement (ES) prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment, resulting from the construction and operation of the Scheme and recommends appropriate mitigation to reduce effects. ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on businesses (e.g. Furness Farm House) where visual impact would be an economic concern as a result of the Project within the study area. As part of the assessment, a range of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		measures are considered throughout the construction phase of the Project to reduce, where practicable, disruption on businesses. These include traffic management, signage and routing measures to ensure access or partial access could be maintained where feasible. These are identified within the ES, Chapter 15: Socio-economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). A landscape and visual impact assessment (LVIA) has been undertaken as part of the EIA and reported in ES Chapter 13: Landscape and Visual (document reference 6.13). The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people in communities and using public rights of way). ES Chapter 13: Landscape and Visual (document reference 6.13) is supported by ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This appendix sets out the assessment for visual receptor areas including F9 Edney Common and F10 Hylands Park which are relevant to this feedback relating to the section of the Project near Margaretting. Within this area the Project falls within the Brentwood Hills Landscape Character Area (LCA). The landscape assessment within ES Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2)				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		contains detail on the assessment of effects of the Project on landscape character. In regard to the Project position on landscape compensation for the landscape and visual impacts of the Project, any landscape softening that does not remove or reduce a significant residual effect but seeks to off-set the effect is classed as landscape compensation. Such landscape compensation measures (e.g. creating or enhancing natural landscape features outside of the Order Limits) are considered in relation to the mitigation hierarchy but there is no requirement under policy to compensate for all residual effects. The residual effects that remain following the application of the mitigation hierarchy and any compensation provided then falls to the Planning Balance. ES Chapter 6: Agriculture and Soils (document reference 6.6) presents an assessment on the potential impacts on agricultural landholdings (e.g. Furness Farm), where potential effects on agricultural operations include disturbance (where livestock are present), fragmentation, access restrictions or disruption to water supplies or land drainage. The Outline Code of Construction Practice (CoCP) (document reference 7.2) sets out the commitments to minimise the effects on agricultural landholdings, including maintaining access throughout construction. Potential effects on land drainage and water environment features are covered in				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12). Security is a key consideration in the planning and delivery of the Project. All construction sites will be subject to site-specific security assessments, and proportionate measures will be implemented to deter unauthorised access and theft. Where works require the temporary removal or alteration of existing gates, fences or other boundary features, arrangements will be made to maintain appropriate site security for the duration of the works. This may include temporary fencing, secure gates, or other agreed measures to ensure the property remains protected.				
Environmental Impact						
9-7.285	Concern about negative impact of the Project on the Green Belt(s)	To facilitate the Project, it would be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1 - A summary of the Holford Rules is provided within Appendix I22 of this report). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open. The Planning Statement (document reference 5.6), submitted with the application for development consent, includes an assessment of the Project against Green Belt planning policy (as contained in National Policy Statement EN-1 and the National Planning Policy Framework).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.286	Concern that the Project will impact SSSIs	Through routeing, siting and design development National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). Although there are 22 SSSI within the study area, current proposals avoid the majority of impacts on SSSIs, with no long-term negative impacts anticipated on any SSSIs as a result of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. National Grid will continue to engage with Natural England.	X	X	X	X
9-7.287	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied where practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An ancient woodland and veteran tree mitigation strategy is	X	X	X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		included as part of the Outline Landscape and Ecological Management Plan (LEMP) (see Appendix B of the Outline LEMP (document reference 7.4)). The Outline LEMP has been developed in consultation with relevant stakeholders including Natural England.				
9-7.288	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Royal Society for the Protection of Birds (RSPB) reserves. Potential direct and indirect impacts on RSPB reserves within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). No RSPB reserves are directly impacted by the Project.	X	X	X	X
9-7.289	Concern that the Project will impact Ramsar site	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Ramsar sites. Although there are 13 Ramsar sites within the study area, current proposals avoid the majority of impacts, with no long-term negative impacts anticipated on any Ramsar site as a result of the Project. Potential direct and indirect impacts on each scoped in Ramsar site has been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and/or Habitats Regulations Assessment		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Report (HRA) (document reference 5.3) depending on potential impact pathways. Any necessary mitigation has been detailed within the ES, HRA and the Outline Code of Construction Practice (CoCP) (document reference 7.2) to ensure no significant residual effects, as agreed with Natural England.				
9-7.290	Concern that the Project will result in a negative impact on the environment / countryside generally (no details given)	National Grid has sought to reduce, as far as practicable, impacts on the environment/countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and	X	X	X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				
9-7.291	Suggest that areas other than the AONB should be protected / Criticism that only the AONB has been considered	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect National Landscapes. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for short sections near Fairstead and North Tilbury. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them elsewhere, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economic and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in ES Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out potential effects on landscape and visual receptors.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.292	Concern about the impact of the Project on protected lanes in this area	National Grid has sought to reduce, as far as practicable, impacts on protected lanes through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. Further details on the impact of the Project on protected lanes can be found in the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11) and the ES, Chapter 13: Landscape and Visual (document reference 6.13).	X		X	X
9-7.293	Concern that the Project will impact conservation area	National Grid, through the routeing and siting activities, has sought to reduce the impact on landscape character, visual amenity and the historic environment. National Grid has also conducted comprehensive assessments, including site visits and extensive desk-based research, to thoroughly evaluate the setting of these conservation areas and understand their value. Chapter 11: Historic Environment (document reference 6.11), Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1), Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2), in addition to other topic specific assessments in the Environmental Statement (ES) forms part of the Environmental Impact Assessment (EIA) for the Project. Conservation areas within 2 km of the Order Limits, including conservation areas such as Margaretting; Langley; Great Waltham, Little Waltham; Ingatestone;	X	X	X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		near Fryerning and Pleshey Conservation Area, are considered in the Historic Environment assessment for the Project see ES Chapter 11 Historic Environment (document reference 6.11), ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1), and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of conservation areas is supported by setting surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1). Where significant effects are anticipated the assessments consider and identify areas for potential mitigation as part of an iterative design and assessment process. Such mitigation measures are not limited to but include careful siting of pylons and screening (both new and existing) to reduce impacts where possible. During the construction phase, standard construction mitigation as outlined in the Outline Code of Construction Practice (CoCP) (document reference 7.2) would be set up for these conservation areas except when there are not significant temporary negative effects. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		techniques and to take their views into account during Project development.				
9-7.294	Pylon TB138 is located in Flood Zone 2 / Concern that Pylon TB138 is located on a floodplain	National Grid has reviewed the alignment in this area and TB138 (now TB139) has moved further north and is therefore no longer in Flood Zone 2.			X	X
9-7.295	Concern about the impact of the Project on flooding at Ivy Barn Lane (e.g. the parking area for materials in the field bordering the lane will worsen the flooding that is already happening at this location)	The proposed area in the field bordering Ivy Barns Lane is for a temporary highways compound which would serve the widening enabling works on Ivy Barns Lane and will only be there temporarily. It is not proposed to increase the impermeable areas therefore increasing potential flooding. Where possible the proposed widening works will be programmed to be undertaken during low rainfall months where the risk of flooding is significantly reduced. A range of controls and mitigations for flood risk and drainage impacts, defined based on the findings of the Flood Risk Assessment (document reference 7.9) are detailed in and secured by the Outline Code of Construction Practice (document reference 7.2).			X	
9-7.296	Concern about the impact of Pylon TB172 on Nathan's Lane (Protected Lane)	National Grid, through the routeing and siting exercise, has sought to reduce as far as practicable potential impacts on the historic environment, including the protected lanes. National Grid has carefully collected data, including protected lanes data from relevant local authorities, to inform the Historic Environment Assessment for the			X	

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		Project which is presented in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The historic landscapes which include elements such as protected lanes, have been assessed through site visits and extensive desk-based research. However, Nathan's Lane is outside of our study area and would not experience an impact from the Project. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA, which includes an assessment of landscape and visual effects. The landscape character assessment identifies relevant protected lanes, including Nathan's Lane, taking them into consideration when assessing the level of effects on landscape character. The visual assessment takes these into account when assessing likely visual effects, including for example, where there are particularly scenic or notable views. The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3). The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). Nathan's Lane sits within Visual Receptor Area (VRA) F9: Edney Common, with visual effects reported in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) and is identified as being				

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		of high susceptibility to the introduction of linear energy infrastructure. Major and significant (adverse) visual effects are reported during construction and operation within 0.5km of the Project, reducing to moderate and significant (adverse) from near Bakers Wood, Copford Hall and along Nathan's Lane. From 0.5 km to 1.5 km from the Project, moderate and significant (adverse) visual effects are reported, reducing to minor and not significant (adverse) in the south of the VRA and south of Nathan's Lane at Little Edney Wood.				
9-7.297	Concern that pylon proposed on the south side of Roxwell Road is in the middle of a floodplain	As illustrated in the Figures accompanying the Flood Risk Assessment (document reference 7.9), proposed pylons in the vicinity of Roxwell Road (TB161, TB162 and TB163) are situated outside of the mapped flood extents associated with the Roxwell Brook, so as to avoid effects on this receptor and prevent flood risk impacts in the locality.			X	
9-7.298	Concern about impact on existing issues with flooding at Margaretting	A Flood Risk Assessment (FRA) (document reference 7.9) has been undertaken, drawing on a range of data sources and informed by engagement with key flood risk management authorities. The FRA appraises flood risk from the River Wid and its catchment, which includes Margaretting, as well as flooding from surface and groundwater. It identifies the flood risk management and control measures that need to be put in place to manage surface water runoff and prevent increases in flood risk from these sources. These measures are both			X	

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		integrated into the Project's design e.g. runoff capture and attenuation features and secured via the Outline Code of Construction Practice (CoCP) (document reference 7.2) and would be put in place by the appointed contractor(s). In combination, the measures and controls would prevent exacerbation of the flooding issues at Margaretting.				
9-7.299	Concern about impact on existing issues with flooding at Buttsbury	A Flood Risk Assessment (FRA) (document reference 7.9) has been undertaken, drawing on a range of data sources and informed by engagement with key flood risk management authorities. The FRA appraises flood risk from the River Wid and its catchment, which includes Buttsbury, as well as flooding from surface and groundwater. It identifies the flood risk management and control measures that need to be put in place to manage and prevent increases in flood risk from these sources. These measures are both integrated into the Project's design e.g. runoff capture and attenuation features and secured via the Outline Code of Construction Practice (CoCP) (document reference 7.2) and would be put in place by the appointed contractor(s). In combination, the measures and controls would prevent exacerbation of the flooding issues at Buttsbury.			X	
9-7.300	Criticism that the Registered Park and Garden at Langleys, Great Waltham will be the only Registered Park and Garden permanently negatively impacted by the Project	National Grid has sought to reduce, as far as practicable, impacts on the historic environment including the registered park and gardens, through routeing and siting and an ongoing iterative design			X	X

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		process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment. In response to feedback received during the statutory consultation, including comments from Historic England and other stakeholders, the alignment in the vicinity of Great Waltham and Little Waltham was revised in March 2025 to reduce potential impacts on the historic environment, including the registered park and garden at Langleys (1000241). As part of this design refinement, low-height pylons are now proposed in this area to reduce visibility and visual impact on nearby designated heritage assets. This design change reduces views of pylons or the proportion of the structure visible from key viewpoints, including from within both Conservation Areas, from that of the previous design. The setting of the registered park and gardens has been assessed as part of the Environmental Impact Assessment (EIA), and findings are documented in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES), ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2). The assessment concludes a significant effect during construction and operation on Langleys registered park and gardens (1000241). No additional mitigation measures are proposed during the				

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		construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				
9-7.301	Concern that Pylon TB188 is located on a floodplain, and with this criticism that National Grid have relocated Pylon TB188 away from floodplain on other side of river to this location (which is also on floodplain)	National Grid notes the respondent's feedback. TB188 (now TB190) was moved out of Flood Zone 2 and 3 prior to statutory consultation. TB190 is now out of Flood Zone 3 and is on the edge of Flood Zone 2 (indicative of the 0.1% annual chance flood extent) in its current location. Noting the respondent's concern about flooding, a Flood Risk Assessment (document reference 7.9) has been prepared, informed by data from and engagement with the Environment Agency and Essex County Council as Lead Local Flood Authority. In the very small number of locations where pylons are located in floodplains, buffers between the works and watercourses would be maintained and mitigation would be put in place to compensate for minor floodplain storage losses and to prevent increases in flood risk.			X	
9-7.302	Concern that the Project is located in the floodplain at Ingatestone / Concern that consultation maps do not show the full floodplain. Specifically, concern that Pylons TB192, TB193 and TB194 are too close to the floodplain in the area of Buttsbury Ford, and concern that Pylons TB204 and TB205 on either side of the A129 (Rayleigh Road) are in fields that are regularly waterlogged (e.g. so construction will	Fluvial floodplains and surface water flood extents defined using Environment Agency and Lead Local Flood Authority datasets are presented in Figure 12.2: Flood Risk Areas (document reference 6.12.F2) The figure shows that Pylons TB192, 193 and 194 are more than 150 m outside of Flood Zone 2 (indicative flood extent in the 0.1% annual chance flood). With regard to TB204 and TB205, whilst areas known to be prone to waterlogging have sought to be avoided for construction			X	

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	require more than the expected preparation and groundwork)	of pylons, where this has not been possible, measures to manage such conditions would be put in place (described in the Outline Code of Construction Practice (document reference 7.2) and works programmed as far as is practicable, to avoid working during periods of waterlogging.				
9-7.303	The route crosses the River Chelmer in the north and River Can and Wid and their tributaries in the west and south. The rivers and riverbeds are located within Flood Zone 3 and this needs to be considered when finding safe grounds for positioning of pylons, footing and maintenance. National Grid is encouraged to liaise directly with the Environment Agency and Essex County Council (ECC) Local Lead Flood Authority	A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project and submitted as part of the Development Consent Order (DCO) application. The FRA has been informed by data from and engagement with the Environment Agency (EA) and Essex County Council (ECC) as Lead Local Flood Authority. The Project has sought to avoid locating pylons within Flood Zone 3 and has done so, with a very small number of exceptions. In these locations, buffers between the works and watercourses would be maintained and mitigation would be put in place to compensate for minor floodplain storage losses and to prevent increases in flood risk.		X		
9-7.304	Suggest that whilst it is accepted that the landscape of the Chelmer Valley is not a national significant landscape, it should be protected (e.g. overlapping values include heritage and perceptual qualities) / Request that the following the impact of the Project on protected lanes, historic settlement, invisibility of features, composition of elements, landmarks and tranquillity at the Chelmer Valley is taken into	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA), which includes an assessment of landscape and visual effects. The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes Guidelines for Landscape and Visual Impact Assessment (GLVIA3), as			X	

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	account by National Grid (in relation to the Preliminary Environmental Information Report (PEIR) Landscape Character - Volume III Part 4)	prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The methodology and approach is set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1) and has been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The methodology sets out how value judgements are made and explains that the judgements give consideration to the natural heritage, cultural heritage, landscape condition, associations, distinctiveness, recreational, perceptual (scenic and tranquillity) and functional qualities of the landscape. Valued features such as protected lanes, historic elements and landmarks are considered when making these judgments. Through routing and siting, National Grid has sought to reduce as far as practical, the potential impacts of the historic environment, including that of non-nationally significant landscapes such as the Chelmer Valley. The Chelmer Valley was included within the Historic Landscape Character section of the Historic Baseline Report (6.11.A1) and is mentioned several times in relation to designated and non-designated heritage assets that sit within its boundaries. This assessment takes into consideration its value as a non-designated asset but does not take it further into assessment. The assessment of impact to the heritage resource was				

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		undertaken in terms of proportionality based on the National Planning Policy 2024, Paragraph 207.				
9-7.305	Concern that the Project does not meet development guidelines within the Pleshey Farmland Plateau Chelmsford Character Landscape (near Pylons TB145 to TB154), which stipulate that any new development in this character landscape should be small-scale, responding to the historic settlement pattern, landscape setting and locally distinctive building styles	Chapter 13: Landscape and Visual (document reference 6.13) of the Environmental Statement (ES) includes an assessment of landscape and visual effects. The Landscape and Visual Impact Assessment (LVIA) builds on the preliminary information and detail provided in the Preliminary Environmental Information Report (PEIR). The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1) as agreed with relevant stakeholders and prepared by qualified and experienced landscape professionals. This includes Guidelines for Landscape and Visual Impact Assessment (GLVIA3), as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA sets out all data sources used to inform the baseline and the assessment of landscape effects. This includes a range of detailed landscape character sources from national to local level, and designated landscape publications, including the Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessments (LCAs) (CBA, 2006). We note areas A-H identified in the Broomfield Community Landscape Character Assessment (2010) and the significance and special features described in the document. The Project passes through the western			X	

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		part of area H (identified as Pleshey Farmland Plateau in the document) and close to area F. Area H sits within Central Essex Farmland LCA, and Chelmer Valley LCA, which sit within the wider Glacial Till Plateau Landscape Character Type (LCT) and River Valley Landscapes LCT. Area F sits within Central Essex Farmland LCA, and Chelmsford & Environs LCA, which sit within the wider Glacial Till Plateau LCT and Urban Landscapes LCT. The assessment has taken the landscape characteristics of these into consideration in the assessment. The methodology also sets out how value judgements are made and explains that the judgements give consideration to the natural heritage, cultural heritage, landscape condition, associations, distinctiveness, recreational, perceptual (scenic and tranquillity) and functional qualities of the landscape. Valued features are considered when making these judgments.				

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Financial compensation						
9-7.306	Concern that the Project will devalue property / impact on property value in this section	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice, or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	X		X	

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9-7.307	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		scheme to be in place by 2026, and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-7.308	Request that National Grid purchase respondent's property / business	National Grid is not required to purchase any properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.			X	
9-7.309	Suggest that locals are compensated for fuel cost associated with additional mileage whilst Larks Lane is closed for the Project	The proposed approach for road closures and management is set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). It is anticipated that roads would only be closed where this is required for safe working. Temporary closures may be required for works including the construction of bellmouth junctions, highway mitigation, installation of buried cabling, and stringing of overhead lines/netting. If no suitable existing alternative access provision is available, a temporary alternative access would be provided. National Grid is not intending for Larks Lane to be closed; however, the contractor retains the right to close			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the road should it be required. National Grid is not required to compensate residents for fuel and any additional mileage due to any diversions required should be minimal.				
Health, Safety & Wellbeing						
9-7.310	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project:	X		X	

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		Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.				
9-7.311	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations	X	X	X	

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		and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and looks to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid have followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				
9-7.312	Concern that the Project poses a safety risk to aircraft / Concern that the Project will impact airfields in this area	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1.	X		X	

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		Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including 2 helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory, statutory consultation, targeted consultations and landowner consultation, including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced.				

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		We will continue to engage with relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-7.313	Concern that the Project runs over the NATO pipeline causing a risk of an oil and gas explosion	National Grid take the utmost care in interacting with third party assets such as oil and gas pipelines, we have engaged and are collaborating with all known pipeline owners within the Development Consent Order's (DCO) Order Limits to agree safe working methodologies during design and construction. National Grid contractors would operate in line with HSG47 Avoiding Danger From Underground Services.			X	
9-7.314	Concern that the Project is routed very close to the gas station / facility near Roxwell	National Grid notes the respondent's feedback and has taken measures in the design to eliminate safety concerns to the compressor station (the nearest pylon is +150 m from the gas compressor station boundary). Based on professional expertise and a recommended separation distance of 10 m between overhead lines greater than 1 kV and fixed gas installations according to the Bulk LPG Storage at Fixed Locations Code of Practice 01 Part 1 2017, this separation distance is considered to be adequate. Likewise National Grid adhere to National Policy Statements (NPS) EN-5			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		ensuring exposure limits from Electric and Magnetic Fields (EMFs) are below those mandated by UK policy and safety guidelines. Our contractor would coordinate to ensure that access and construction works do not interfere to the detriment of the facility.				
9-7.315	Concern about the impact of the Project on emergency access to the Remus Horse Sanctuary (e.g. animal welfare emergencies)	The proposed approach for road closures and management is set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). It is anticipated that roads would only be closed where this is required for safe working. Temporary closures may be required for works including the construction of bellmouth junctions, highway mitigation, installation of buried cabling, and stringing of overhead lines / netting. If no suitable existing alternative access provision is available, a temporary alternative access would be provided.			X	
9-7.316	Concern about emergency access to the Project for National Grid at Remus Horse Sanctuary, such as in the event that cables spark in high winds or flooding (given that Buttsbury Lane is prone to flooding)	National Grid continuously monitors the National Electricity Transmission System (NETS). The system is designed to withstand significant events and will automatically switch out of service if under significant duress. In some circumstances a fault may develop where the local overhead line team will need access to the overhead line system to inspect for signs of damage or failure. The teams can call upon a wide range of access equipment. Prior to access, National Grid will			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		liaise with local landowners to agree the most suitable means of access and implement any mitigation required.				
9-7.317	Concern that construction activities for the Project may impact emergency evacuation plans for students, staff and animals at Anglia Ruskin University (ARU) Writtle	National Grid works closely with contractors working on its behalf and ensures that they adhere to all required safety standards. National Grid and their contractors would engage with affected parties to ensure emergency response plans consider occupants and usage of the area.			X	
Heritage						
9-7.318	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4).	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS-OWSI) (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).				
9-7.319	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys,	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS-OWSI) (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-7.320	Criticism that only Pleshey Castle has been considered, but not respondent's property	The village of Pleshey, the scheduled monument Pleshey Castle and town enclosure (1002191), the Grade I Listed building Pleshey Castle Bridge (1235567) and the known heritage assets around are outside the 3 km study area for the Project and therefore have not been considered as part of the environment assessment within the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11). However, the presence of heritage features was a factor considered as part of the review of an alternative			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		alignment to the west of Great Waltham. Given the comparative nature of the review a full listing of all relevant heritage features was not considered necessary within the reporting albeit the presence of all informed the decision making.				
9-7.321	Criticism that non-designated heritage assets have not been adequately considered in the assessment work to date / Suggest that given Chelmsford's rich historic environment and the fact that there was no listing resurvey, there are potentially many non-designated heritage assets of low-moderate value, which should be identified and the impacts on their settings fully considered / Suggest that locally listed buildings, protected lanes, designed and historic landscapes and other buildings and features of sufficient interest to be considered as non-designated heritage assets should also fully inform assessment work	National Grid has undertaken a detailed assessment of the historic environment which considers the potential for impact on designated and non-designated heritage assets, including locally listed buildings, protected lanes, designed and historic landscapes, and other features of heritage interest. This is presented in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). The assessment and mitigation measures have been developed in consultation with relevant stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and the relevant local planning authorities, including Chelmsford City Council. The methodology applied follows relevant heritage legislation, including the Planning (Listed Buildings and Conservation Areas) Act 1990 and the Ancient Monuments and Archaeological Areas Act 1979, as well as national and local planning policy and established technical guidance, such as the National Planning Policy Framework (NPPF). ES Chapter 11: Historic Environment (document reference 6.11), ES Appendix 11.1: Historic Environment		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) include an up-to-date assessment of both designated and non-designated assets.				
9-7.322	Suggest that the buildings and structures included on local lists, known as the 'Register of Buildings of Local Value' that Chelmsford Council have adopted should be included within the assessment as non-designated heritage assets, their value and the impact of the proposals assessed, with mitigation proposed as necessary (in the context of the heritage assessment as part of Volume III of the Technical Appendices of the Preliminary Environmental Information Report (PEIR))	National Grid has undertaken a detailed assessment of the historic environment which considers the potential for impact on designated and non-designated heritage assets, including locally listed buildings, protected lanes, designed and historic landscapes, and other features of heritage interest. This is presented in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). The current iterations of the ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) include an up-to-date assessment of both designated and non-designated assets. The assessment and mitigation measures have been developed in consultation with relevant stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and the relevant Local Planning Authorities. The current iteration of the ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2)		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		includes an up-to-date assessment of the historic environment.				
9-7.323	In addition to the buildings on the local lists, known as the 'Register of Buildings of Local Value' that Chelmsford Council have adopted, other non-designated built heritage assets within the 250 m zone should also be identified and assessed within the report (this is particularly important where the local list does not currently cover relevant parishes – Great Leighs, Great Waltham, Little Waltham, Stock, Margaretting and Roxwell parishes) (in the context of the heritage assessment as part of Volume III of the Technical Appendices of the Preliminary Environmental Information Report (PEIR))	National Grid has undertaken a detailed assessment of the historic environment which considers the potential for impact on designated and non-designated heritage assets, including locally listed buildings, protected lanes, designed and historic landscapes, and other features of heritage interest. This is presented in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). The current iterations of the ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) include an up-to-date assessment of both designated and non-designated assets. The assessment and mitigation measures have been developed in consultation with relevant stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and the relevant Local Planning Authorities. The current iteration of the Historic Environment Baseline Report presented in ES Appendix 11.1 (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) includes an up-to-date assessment of the historic environment.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.324	Suggest that Protected Lanes should also be identified within the evidence base, assessed and impacts mitigated, and that they should be considered as non-designated heritage assets. The proposed route crosses or passes close to a number of Protected Lanes, including: - Boreham Road, Great Leighs - Goodmans Lane, Great Leighs - Paulk Haul Lane, Little Waltham - Scurvey Hall Lane, Great Waltham - Larks Lane, Great Waltham - Broads Green, Great Waltham - Newney Green, Writtle - Nathans Lane, Highwood - Ivy Barns Lane, Margaretting (in the context of the heritage assessment as part of Volume III of the Technical Appendices of the Preliminary Environmental Information Report (PEIR))	National Grid has undertaken a detailed assessment of the historic environment which considers the potential for impact on designated and non-designated heritage assets, including locally listed buildings, protected lanes, designed and historic landscapes, and other features of heritage interest. This is presented in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). The current iterations of the ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) include an up-to-date assessment of both designated and non-designated assets. The assessment and mitigation measures have been developed in consultation with relevant stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and the relevant Local Planning Authorities. The current iteration of the Historic Environment Baseline Report presented in ES Appendix 11.1 (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) includes an up-to-date assessment of the historic environment. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA and is presented in		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the ES, Chapter 13: Landscape and Visual (document reference 6.13), which includes an assessment of landscape and visual effects. The landscape character assessment identifies relevant protected lanes, taking them into consideration when assessing the level of effects on landscape character. The visual assessment takes these into account when assessing likely visual effects, including for example, where there are particularly scenic or notable views. The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3).				
9-7.325	Concern that heritage assessment study for the Project in Chelmsford does not adequately take account of the local heritage features and underestimates the impacts on many heritage assets / Suggest that non-designated heritage assets in Chelmsford should be included in the heritage assessment study for the Project (list of buildings within 250 m of Great Leighs, Little Waltham, Great Waltham, Broomfield, Chignal, Writtle, Roxwell and Margaretting provided by respondent). With this, also suggest the following for the heritage assessment study for the Project in Chelmsford: - Suggest that the agricultural landscape to the west of Broomfield Conservation Area is factored into the	The assessment of the impact of the Project on the historic environment has followed a robust and proportionate methodology, in line with current planning policy and guidance. The approach to the assessment — including the criteria used to determine heritage value, and the method for assessing change and significance of effect — was discussed and agreed with relevant stakeholders, including Historic England and local planning authorities, during the scoping phase and subsequent thematic working group meetings. The assessments presented are appropriate, evidence-based, and reflect a considered understanding of both the heritage assets' significance and their settings. In all		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	heritage assessment (due to impact on setting); - Suggest that the outbuildings at Lyons Hall (1122128) should be considered curtilage listed, rather than non-designated, due to their ancillary functional relationship with the listed building; - The Church of St Mary and St Lawrence (1122058) at Great Waltham is a notable feature in the landscape, the proposed routing would form a backdrop to the tower in views from the north/northwest/northeast and the order limit should be considered to include its wider setting with the impacts assessed accordingly; - Hoe Street Farmhouse (1235763), its associated group of buildings and remains of the moat, represent and important group, together with the association with James I should be considered to be of high (rather than medium) heritage value. The impact on setting is assessed as negligible, which is not agreed; - Bishops Hall (1171200), Bishops Hall Cottage (1122129), 1 and 2 Larks Lane (122083) and Ramsey Tyrells' (1236593) are in reasonably close proximity to the order area. It is considered that the rural context forms part of the setting to these listed buildings. At present these buildings are scoped out, but there would be an impact on their settings', which should be scoped into the assessment. - Short term construction impacts should also take account of the considerable removal of hedgerows	cases, judgments regarding significance of effect have been made by experienced heritage professionals, using all relevant baseline data, site visits, viewpoints etc., and consideration of potential change. The assessment outcomes reflect professional planning judgment, including cases where changes in value classification between preliminary and final reporting reflect updated information or refined analysis. Consultation responses regarding specific heritage assets and conclusion of assessment have been considered to inform the baseline and assessment presented in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	and vegetation, which would have a notable impact on setting. Whilst mitigation re-planting can limit this impact, it would take many years to mature to a level where the pre-existing conditions are reinstated. This is particularly the case in the section of the routing at Great Waltham. Also, criticism that National Grid have underestimated the level of impact of the following buildings in the assessment, and suggest the below amendments: - Balls Farmhouse (1305428) – high impact on setting (rather than medium) - Hole Farmhouse (1338437) – medium impact on setting (rather than low) - Barn at Hole Farm (1171364) – medium impact on setting (rather than low) - Vault West of Partridge Green Farm (1306289) – High impact of impact on setting (rather than medium) - Rose and Crown (1122116) – medium impact on setting (rather than low) - Coptfold Hall Barn (1247784) – medium impact (rather than low)					
9-7.326	Concern about the impact of Pylon TB136 and TB137 on Chatham Hall (e.g. as the Project is only 300 m away)	National Grid has made efforts to minimise impacts on the historic environment through careful routeing, siting, and an iterative design process that incorporates stakeholder feedback at various stages. This design approach specifically aimed to avoid areas of highest			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		concern, including adjustments to the route alignment to lessen potential impacts. We conducted comprehensive assessments (documents 6.11.A1 Historic Environment Baseline Assessment, visited the asset during a setting survey (data from which fed into Baseline Report, and the asset is assessed in ES chapter 11 appendix 11.2). It is anticipated that both the construction and operation phases result in no significant effects.				
9-7.327	Concern about the impact of Pylon TB141 on Balls Farmhouse (e.g. visual impact), and suggest that Pylon TB141 should be relocated northwest to increase the distance from Balls Farmhouse / Suggest that the Project between Pylons TB139 and TB142 is relocated to the north along the field boundaries (plan provided by respondent; e.g. to mitigate impact on Balls Farmhouse and properties on Larks Lane)	National Grid has routed and sited the alignment in accordance with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. TB141 (now TB143) is proposed to be approximately midway between properties along Lark's Lane, therefore, to move this pylon further away from one property would move them closer to another. To move TB139-TB142 (now TB140-TB144) further north would also move the alignment closer to properties north along Chelmsford Road where we are currently crossing at an approximately equal distance between properties. We therefore are not proposing a change to the alignment in this location.			X	
9-7.328	Concern about the impact of the Project at Pylons TB140, TB141 and TB142 on Larks Lane (Protected Lane)	National Grid has sought to reduce, as far as practicable, impacts on protected lanes such as Larks Lane through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid has carefully collected data, including protected lanes data from relevant Local Authorities, to inform the historic environment assessment presented in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The historic landscapes which include elements such as protected lanes have been assessed through site visits and extensive desk-based research. National Grid has given careful consideration to protected lanes as part of the design development of the Project. Protected lanes have also been included within the assessment of likely environmental effects as a result of the introduction of the Project. A Landscape and Visual Impact Assessment (LVIA) (document reference 6.13) has been undertaken as part of the EIA, which includes an assessment of landscape and visual effects. The landscape character assessment identifies relevant protected lanes, taking them into consideration when assessing the level of effects on landscape character. The visual assessment takes these into account when assessing likely visual effects, including for example, where there are particularly scenic or notable views. The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3).				

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9-7.329	Concern that the area scheduled (near Little Waltham) is an old County number and has no details on how its extent was determined / Concern that recent excavations and geophysics indicates that there is a major settlement surviving over a considerable period on the western side of the Chelmsford Road and suggests that the occupation may be wider than was suggested at the time of the excavation publication	The Project acknowledges below ground archaeological remains associated with the scheduled monument 'Settlement Site at Ash Tree Corner' (1002140) are very likely to extend beyond the extent of the monument as suggested by the HER monument MEX1037202 (6020). All the non-designated assets within the Order Limits, including asset (6020), are considered in the Historic Environment assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques. An Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS-OWSI) (document reference 7.5) sets out procedures for safeguarding any buried remains encountered during the works.		X		
9-7.330	Criticism that it is unacceptable that the settings of any Listed Buildings listed in a historic area of Roxwell are to incur a 'Significant Negative Effect', or incur the lesser 'Not Significant Negative Effect', which, at National Grid's own admission, cannot be mitigated	National Grid has assessed each listed building in the Roxwell area in accordance with the methodology agreed with Historic England and the relevant Local Planning Authorities during the Project's Historic Environment Working Group meetings. Detailed walkovers, Zone of Theoretical Visibility (ZTV) analysis, Viewpoint (VP) and photomontages were used to determine the magnitude of change and the resulting significance of effect for the closest assets, including	X			

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		Little Thatchers (Grade II, 1235775), the Granary (1247675), Hoestreet Farmhouse (Grade II, 1235763), Thatcher's Farmhouse (Grade II, 1235835) and Newney Hall (Grade II, 1237228). National Grid's design process has already embedded a number of heritage-led adjustments to minimise those effects, and further measures are secured through the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS-OWSI) (document reference 7.5), and the Outline Landscape and Ecological Management Plan (document reference 7.4). These assets have been assessed against the heritage policy tests in the National Planning Policy Framework and EN-1. The outcome is that Little Thatchers, the Granery, Hoestreet Farmhouse and Thatcher's Farmhouse would each experience Lower Less-than-Substantial Harm during the construction phase and the same level of harm once the line is operating. Newney Hall, because of its slightly wider outlook across the valley floor, would experience Mid Less-than-Substantial Harm during construction but Lower Less-than-Substantial Harm during operation. In every case, the standard mitigation measures secured through the Outline CoCP (document reference 7.2) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) will be implemented to make sure that no avoidable damage				

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		occurs and that any remaining change is kept to the minimum practicable.				
9-7.331	Reference to historic maps also indicates that the extent of parkland landscape at Langleys once extended across a wider area than the Registered Park and Garden. The adjoining landscape is therefore relevant to understanding the historical evolution of the parkland and contributes to its significance. Criticism that National Grid have not taken this into account (in relation to the Preliminary Environmental Information Report (PEIR) Heritage Vol III Part 3)	The Registered Park and Garden at Langleys has been assessed using a methodology that was developed in accordance with established best practice and agreed through consultation with relevant stakeholders, including Historic England, during the scoping process and thematic working group meetings. The assessment approach considers the elements that contribute to the significance of the designated asset, in line with national guidance. Consideration of the historical context and evolution of the surrounding landscape has informed our understanding of the Registered Park and Garden's setting and significance. Also, in response to feedback received during the statutory consultation, including comments from Historic England and other stakeholders, the alignment in this area was revised in March 2025 to reduce impacts on Little Waltham and by extension Langleys. Low height pylons are now used in this area, following discussions with heritage stakeholders, in order to reduce the visibility and visual impact on nearby designated assets. This design change significantly reduces views of pylons or the proportion of the structure visible from key viewpoints, including from within both Conservation Areas and the register park and garden. Therefore, the overall magnitude of these impacts has been reduced. The heritage assessment (Environmental			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Statement (ES) Chapter 11: Historic Environment (document reference 6.11) concludes that the harm resulting from the revised alignment is 'less than substantial' in the context of NPS EN-1. Any remaining harm has been, and continues to be, weighed against the wider public benefits of the Project in accordance with national planning policy. The current alignment and design therefore reflect a considered response to consultation feedback and a commitment to minimising impacts on the historic environment.				
9-7.332	Within 1 km of the proposed development, National Grid acknowledges that the effects on cultural heritage would be significant adverse both during construction and operation. It is not clear if this assessment is based on smaller scale pylons within the valley and which pylons would be smaller in scale. If this judgement is based on smaller scale pylons, then this mitigation measure does not reduce effects to an acceptable level, as they remain significant	In response to feedback received during the statutory consultation, including comments from Historic England and other stakeholders, the alignment in the area surrounding Great Waltham and Little Waltham was revised in March 2025 and introduced low-height pylons. These revisions aimed specifically to reduce impacts on nearby designated heritage assets, including Great and Little Waltham Conservation Areas (CA55 and CA56), and Langleys RPG (1000241). As part of this refinement, the alignment was shifted, and lower-profile pylons were introduced to minimise visibility and reduce the impact of the infrastructure on the historic landscape and its setting. The heritage assessment reported in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) is based on this revised, low-height design. The assessment of effects on these assets has been undertaken in line with relevant policy			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and guidance, including the National Planning Policy Framework (2023), Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (2017), and the National Policy Statement EN-1. The methodology was discussed and agreed through regular engagement with key stakeholders, including Historic England and the relevant local planning authorities, as part of the archaeological working group meetings. Effects were evaluated from field-verified viewpoints using wire-line studies and photomontages prepared in accordance with Historic England's Good Practice Advice Note 3 (2017). The assessment concludes that for Great Waltham Conservation Area (CA55), there will be a temporary minor adverse significance of effect during the construction phase, and a permanent minor adverse significance of effect during the operational phase. For Little Waltham Conservation Area (CA56), the effects are also temporary minor adverse during construction and permanent minor adverse during operation. In both cases, these effects are not considered significant in Environmental Impact Assessment (EIA) terms, and they would then experience Lower Less Than Substantial Harm. For the Registered Park and Garden at Langleys (1000241), the assessment concludes a temporary moderate adverse significance of effect during the construction phase and a permanent moderate adverse				

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		significance of effect during operation. These are considered significant effects within the ES and therefore, the asset would experience Mid Less Than Substantial Harm. However, a range of mitigation is already embedded in the design: the low-height pylons themselves, set-backs from the park boundary and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS/OWSI) (document reference 7.5) sets out procedures for safeguarding any buried remains encountered during the works. These measures meet the requirements of the National Policy Statement for Energy (EN-1), the National Planning Policy Framework (2023, paragraphs 200-208) and relevant Chelmsford local-plan heritage policies. Therefore, the low-height design would reduce impacts so that harm to Langleys registered park and garden would be categorised as 'less than substantial', while effects on both conservation areas would be not significant.				
9-7.333	Concern about the impacts of Pylons TB163 and TB164 on Sturgeons House, as the pylons will be located on this land and will alter its landscape and views of surrounding listed buildings	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the landscape and on views and visual amenity, including careful siting of pylons to reduce impacts where possible. This includes siting away from, or equidistant between residential properties where feasible. A number of technical constraints such as existing services has	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		also influenced the route. In this location a high-pressure gas main has constrained routeing to some degree. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on visual amenity resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures where possible to reduce potential effects. The approach to the Landscape and Visual Impact Assessment (LVIA) follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.3.A1), which includes Guidelines for Landscape and Visual Impacts Assessment (GLVIA3). The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). National Grid has undertaken a detailed routeing and siting exercise to reduce, as far as practicable, the potential impacts of the Project on the historic environment, including designated assets such as Sturgeons House (List Entry 1237071). This process has been informed by a robust assessment methodology that was developed in line with relevant national policy				

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		and guidance and agreed through engagement with key heritage stakeholders. Following the design refinement, the nearest pylon to Sturgeons House is now TB165. The alignment and siting of pylons, including TB165, reflect a careful balance between environmental, technical and heritage considerations. The assessment of Sturgeons House, as outlined in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11) concludes that there will be a temporary moderate adverse significance of effect on the asset during the construction phase, and a permanent minor adverse significance of effect during the operation phase. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. Required mitigation measures are located within the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5), and further mitigation is set out in the Outline Code of Construction Practice (document reference 7.2).				
9-7.334	Concern about the impacts of Pylons TB171 and TB172 on Montpelier's Farm as a large area of land will be permanently altered	Chapter 6: Agriculture and Soils of the Environmental Statement (ES) (document reference 6.6) assesses the impact of permanent land lost as a result of the Project	X			

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		on agricultural land, agricultural landholdings and soil resources. Permanent land loss can result from pylon footprints, with Pylons TB171 and TB172 being considered in the assessment. National Grid would compensate for both temporary and permanent impacts on land. For information on how landowners would be compensated, please refer to the National Grid Land Rights Strategy, which can be found on the Project website. Alternatively, please contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Lands Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-7.335	Criticism that National Grid have underestimated the impact of the Project on the scheduled monument at Ash Tree Corner, Great Waltham/Little Waltham in the baseline assessment (Pages 108 and 388 of the Preliminary Environmental Information Report (PEIR) Vol 3 Tech Apps 3 of 4) (e.g. identified a "not significant" negative effect despite being a high value asset), and that, despite this, National Grid has identified a significant effect during construction works (e.g. it does not make sense that construction	The assessment of the impact of the Project on the historic environment, including the scheduled Ash Tree Corner (1002140), has followed a robust and proportionate methodology, in line with current planning policy and guidance, including the National Planning Policy Framework (NPPF) and associated Historic England Advice Notes. The approach to the assessment, including the criteria used to determine heritage value, and the method for assessing change and significance of effect, was discussed and agreed with relevant stakeholders, including Historic England			X	

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	will have a significant effect but not the Project once completed)	and local planning authorities, during the scoping phase and subsequent thematic working group meetings. The assessments presented in the Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and its appendices (document reference 6.11.A1 to 6.11.A7) are appropriate, evidence-based, and reflect a considered understanding of both the heritage assets' significance and their settings. In all cases, judgments regarding significance of effect have been made by experienced heritage professionals, using all relevant baseline data, site visits, historic research, and consideration of potential change. The assessment outcomes reflect professional planning judgment, including cases where changes in value classification between preliminary and final reporting reflect updated information or refined analysis. Assessment of Ash Tree Corner (1002140) concludes a temporary minor adverse significance of effect on the asset during construction and a permanent minor adverse significance of effect during operation. No additional mitigation measures are proposed as any measures, such as screen planting, designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Information						
9-7.336	Land close to and around the Green near Chignall St James has the River Can running through it and much of the land either side of that river is flood plain, and there is a large area that is 'reclaimed' land (landfill) following years of gravel extraction (this land contains methane)	National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation (and maintenance) of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project to support and inform the ES. The ES includes consideration of potential impacts on flood risk from all relevant sources, both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life. The FRA describes the measures that would be put in place to manage construction and operational flood and land drainage impacts to ensure the development is safe from flooding over its lifetime and that off-site flood risk is not increased. The measures are secured through their inclusion within the Outline Code of Construction Practice (CoCP) (document reference 7.2).			X	

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		With regard to interactions with the River Can through Chignall St James, proposed pylons TB158 and TB159 and their associated construction working areas would not encroach into the floodplain of the River Can. A temporary haul road is routed through the floodplain and the impacts of this would be mitigated through avoiding any temporary ground raising along the haul road route, avoiding stockpiling/storage of construction materials and soil within the floodplain and implementation of a Flood Warning and Evacuation Plan at this worksite. National Grid notes the respondent's feedback and is aware of the historic landfill site adjacent the River Can and assessment of this landfill is included within ES Appendix 9.1: Baseline Information and Preliminary Contamination Risk Assessment (document reference 6.9.A1) and the assessment of potential impacts from contamination are considered within ES Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9). The Project has proposed pylons TB157 and TB158 outside of the extents of the historic landfill to the north and south respectively, ground investigation would be undertaken at this location to ensure the pylons are within natural ground and would inform appropriate geotechnical design in relation to adverse ground conditions and ground gases in accordance within commitment GH01 of the Outline CoCP (document reference 7.2). A temporary haul road is required to cross the site with which detailed surveys and engineering assessments would be undertaken at				

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		detailed design to account for the historic landfill accordingly in accordance within commitment GH01 within the Outline CoCP (document reference 7.2).				
Mitigation						
9-7.337	Suggest mitigation measures (including through planting and screening measures, replanting, rewilding, habitats replacement)	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation and maintenance of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (WSI) (document reference 7.5).	X	X	X	

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9-7.338	Request for National Grid to provide stock proof fencing of the haul road at respondents farm / Request for National Grid to provide permanently fenced boundaries when the Project crosses arable fields (e.g. the respondent currently uses electric fencing, but this is not appropriate under high voltage lines)	As detailed in commitment GG29 of the Outline Code of Construction Practice (CoCP) (document reference 7.2), National Grid would appropriately fence working areas. The type of fencing installed would depend on the area to be fenced and would take into consideration the level of security required in relation to the surrounding land and public access, rural or urban environment and arable or stock farming. For some locations the fence used may also serve to provide acoustic and visual screening of the work sites and reduce the potential for disturbance of users in the surrounding areas. Fencing would be regularly inspected and maintained and removed as part of the demobilisation unless otherwise specified. National Grid would exercise reasonable care and undertake practical measures to avoid entry by trespassers. Crossing points may be included within this fencing to facilitate the continuation of agricultural operations. The crossing points would be installed at appropriate locations to enable reasonable access across the construction working width. All temporary fencing would be maintained throughout construction works until the land has been reinstated, unless otherwise agreed with the landowner/occupier. Where crossing points are installed, they will be designed to be stock-proof where required, in agreement with the landowner/occupier, to ensure livestock is contained and farming activities can continue safely. The			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		measures for controlling and securing access points during construction are also set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). These commitments are secured through the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline CTMP (document reference 7.3), which will be implemented and prepared by the appointed Principal Contractor in compliance with the DCO requirements.				
Primary Access Routes / Haul Road / Construction Compounds						
9-7.339	Suggest that the haul road (near Ivy Barns Lane) should be relocated from straddling the field boundary to run along the headland instead (e.g. to mitigate impact on trees and hedgerows; to mitigate impact of farming) (plan provided by respondent), and suggest that the track could be kept permanently for the use of the respondent, if the hedge is not removed and subject to its condition	We would not propose to establish such routes straddling boundaries to avoid unnecessarily impacting trees and hedgerows. We would respond by localised adjustment within the limits of deviation. National Grid is open to discussion about leaving access routes in as a legacy benefit to landowners, but it would be for those landowners to secure any necessary permissions.			X	
9-7.340	Suggest that Footpath 5 should not be used as a Permanent Access Point for the maintenance of Pylon TB148 (e.g. to mitigate impact on heritage and archaeology; as the footpath is frequently used; as the bridge put in by Essex County Council over area of excess seepage is intended only for pedestrian use; as the path is muddy, especially after rain, and unsuitable for motor vehicles, including maintenance vehicles; as widening the path to provide access for	The access track referred to in the respondent's feedback is for future surveys and maintenance if required and will not be used for construction. We are not proposing to use the public footpath in this location but are proposing to use the track in the field next to it. We are not proposing to construct anything for this permanent access route, existing tracks and roads are proposed to be used where possible.			X	

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	maintenance vehicles would require removal of trees and increase the visual impact of the Project; as there are inspection chambers at intervals along Footpath 5 for the waste systems (cesspit) that serve properties on Hollow Lane) / Concern that this maintenance road will also be built within respondent's property boundaries (e.g. impact on garage, mature trees including an ancient Scots pine, hedgerow, and respondent's garden)					
9-7.341	Criticism of the haul road proposed for the Project that runs from Church Lane in Ingatestone (e.g. due to impact on trees and hedgerows)	National Grid notes the respondent's feedback. The location of the haul road has been positioned to minimise impacts on trees.			X	
9-7.342	Suggest that the highways compound and construction laydown area (near Ivy Barns Lane) should be located in the same section of the field (e.g. to mitigate impact on farming) / Suggest that the highways compound is relocated west to use same area as construction laydown area (plan provided by respondent)	The highways compound is required for the highway mitigation works on Primary Access Routes (PARs) for mitigations such as widening, passing places etc. These need to be located close to the mitigation works and are required as part of the enabling works. Whereas the construction laydown areas (also known as material laydown areas) are required for storage of materials for the construction of the project. Therefore, the current location of the highways compound is the preferred location. As part of design development, the material laydown areas original positioning (west of the alignment and south of Ivy Barns Lane) was changed. Concerns were raised regarding the field south of Ivy Barns Lane and to the west of the pylon alignment, which is prone to			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		surface water flooding. Therefore, an alternative has been used, utilising the field north of Ivy Barns Lane for the Haul Road Construction Laydown areas, which is strategically beneficial due to the predominantly northern PAR movements.				
9-7.343	Suggest that the new access point on Ivy Barn Lane and the access at Handley Green to the respondent's two fields should be gated (e.g. to prevent unauthorised entry and fly-tipping)	National Grid proposes security fencing and gates during construction for all site access points to secure the works area, the construction corridor and haul roads. A typical site access point layout including tracking of construction vehicles, visibility splays and fencing arrangements can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). In accordance with GG29 in the Outline Code of Construction Practice (CoCP) (document reference 7.2), working areas would be appropriately fenced. Access control measures such as fencing and gated accesses to working areas would typically be in place for safety and security during the period of construction. The access track referred to in the respondent's feedback is also proposed for future surveys and maintenance if required and will not be used for construction. We are not proposing to construct anything for this permanent access route therefore existing field entrances, tracks and roads are being used where possible.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
PRoW (Public Rights of Way)						
9-7.344	Concern about negative impact on PRoW / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.	X	X	X	
Requests						
9-7.345	Request for 24/7 access for residents near Pylon TB180 during both the construction and operation of the Project, and request that the access roads impacted in this area are resurfaced and maintained	It is not proposed to close any roads in this area however, the proposed approach for road closures and management is set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). It is anticipated that roads would only be closed where this is required for safe working. Temporary closures may be required for works including the construction of bellmouth junctions, highway mitigation, installation of buried cabling, and stringing of overhead			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		lines/netting. If no suitable existing alternative access provision is available, a temporary alternative access would be provided. The Outline CTMP (document reference 7.3) includes details of proposed pre-condition and post-condition surveys and includes allowance for remediation works where changes to the condition have occurred.				
9-7.346	Request for information on National Grids reason for marking an area near Chignall St James (location provided by respondent) to confirm the Project won't be interacting with the gas main for East London which is located here	There is the potential, based on induced currents from the 400 kV overhead line, that alternating current mitigation measures may need to be installed to the ferrous pipeline operated by National Gas at Chignall St James. The scope and extent of such mitigation measures would be dependent on the final design arrangements of the Project which would continue to evolve within the parameters of confirmed Limits of Deviation. Factors including crossing angle and clearance height, length of parallelism, site specific soil resistivity etc combine to define the requirement for mitigation. The mitigation itself is typically achieved by the installation, alongside the ferrous pipeline (in an area which is likely to have been previously disturbed during construction), of additional earthing which extends away from the crossing point. Consultation between National Grid and the relevant utility provider would confirm the requirement for installed mitigation, based on the final 400 kV design arrangements, which would be implemented by the relevant utility provider under their existing utility operation and maintenance provisions.			X	

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9-7.347	Request for further information regarding the extra work and necessary surveys undertaken in order to change the Project which is now routed around the west side of Chelmsford (deviated from National Grid's initially proposed route) / Criticism that National Grid propose these changes without fully surveying the area	The Project has not changed in the manner suggested by the feedback so it is not possible to respond to the specific question. The 2022 consultation corridor and graduated swathe presented at Scoping went to the west of Chelmsford. The draft alignments presented in 2023 and 2024 Design Development Reports (found on the Project website) were within the same corridor, so has not changed through the development of the Project, albeit specific detail regarding the pylon positions and alignment has responded to feedback and the findings from various field surveys.			X	
9-7.348	Request that National Grid clarify whether they will need continued access to the Remus Horse Sanctuary for the Project (including following construction completion) and how advance notice for maintenance and emergency access to the Remus Horse Sanctuary will be provided	The access track referred to in the respondent's feedback is for future surveys and maintenance if required and would not be used for construction. National Grid are not proposing to construct anything for this permanent access route, existing tracks and roads are being used where possible. Once the overhead line is operational and future access is required for inspection, and maintenance, notice would be given to the affected landowner in at least several weeks in advance to allow for the temporary removal of horses and any other requirements. If emergency access is required, National Grid would contact the landowner immediately to advise them that access is required and put in place any immediate requirements.			X	

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9-7.349	Request that National Grid carry put a full study of geological site near Pylon TB147 to establish its extent, nature and importance	A baseline assessment has identified sites of geological importance within 250 m of the Order Limits and an assessment undertaken on the likely impacts to these sites; however this baseline assessment has not identified any sites of geological importance within the vicinity of pylon TB147. A more detailed and intrusive geological survey would take place prior to the main construction works.	X			
Tourism						
9-7.350	Concern about impact of the Project on tourism	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the	X		X	

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		Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
Visual impact						
9-7.351	Concern about cumulative visual impact of the Project alongside existing overhead lines / concern about wirescape	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Networks to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA), presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in Chapter 13.	X	X	X	

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		The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects Assessment (document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.				
9-7.352	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary.	X	X	X	

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		Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect to customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP)				

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		(document reference 7.4) includes details regarding the planting proposals.				
9-7.353	Criticism of the assessment of the visual impact of the 'Alternative Western Route' at Chelmsford	The 2023 and 2024 Design Development Reports can be found on the Project website and the 2025 Design Development Report (document reference 5.15) submitted as part of the Development Consent Order (DCO) application have all considered this alternative and set out the main reasons for decision making. As such they do not provide detail on all environmental topics nor in the depth set out in the Environmental Statement. In this case the 2024 Design Development Report (available on the Project website) identified that a change to the western alternative would not mean that the visual effects of the project disappear but are transferred, to at least some degree, to other visual receptors. The 2024 Design Development Report (available on the Project website) at paragraph 5.4.185 notes the western alternative has a beneficial effect on residential amenity but also that on balance and due to other factors, the change is not taken forwards. Whilst the respondent may have a different perception of the visual impact (though the detail of this is not specified) we do not consider, even if there was a greater beneficial change, that this would outweigh the other factors counting against the western alternative.	X		X	
9-7.354	Criticism of National Grid's claim (within the 2024 Design Development Report) that the bypass and	Paragraph 5.4.182 of the 2024 Design Development Report (found on the Project website) notes that the	X		X	

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	the screening from trees would reduce potential effects on Little Waltham	2023 preferred draft alignment routes between conservation areas and past the eastern edge of the Langleys Registered Park and Garden, though screening by the bypass and from trees would reduce potential effects on Little Waltham. In addition, the trees in the extensive parkland would provide filtering of views at Great Waltham and to direct views from the Grade I Listed Langleys. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out the potential landscape and visual effects, including consideration of visual amenity of people in and around settlements such as Little Waltham and Great Waltham, and also impacts on landscape character. The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3). The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). The assessment is in agreement that existing vegetation along the eastern edge of Langleys registered park and garden, and existing vegetation along field and road boundaries to the west of Little Waltham would provide some filtering of views towards the Project and therefore reduce visual effects on receptors within Little Waltham.				

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9-7.355	Criticism of National Grid's argument that trees will mitigate the impact (e.g. by offering a permanent and reliable barrier) of the Project on Little Waltham and Great Waltham	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. Paragraph 5.4.182 of the 2024 Design Development Report (available on the Project website) notes that '*The 2023 preferred draft alignment routes between conservation areas and past the eastern edge of the Langleys Registered Park and Garden, though screening by the bypass and from trees would reduce potential effects on Little Waltham. In addition, the trees in the extensive parkland would provide filtering of views at Great Waltham and to direct views from the Grade I Listed Langleys.*' A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA. The LVIA sets out the potential landscape and visual effects, including consideration of visual amenity of people in and around settlements such as Little Waltham and Great Waltham, and also impacts on landscape character. The approach to the LVIA follows professional guidance as set out in	X		X	

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		the ES, Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3). The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13). The assessment is in agreement that existing vegetation along the eastern edge of Langleys Registered Park and Garden, and existing vegetation along field and road boundaries to the west of Little Waltham would provide some screening of the Project and therefore reduce visual effects on receptors to the west of the alignment (in the direction of Great Waltham and Langleys) and to the east of the alignment (in the direction of Little Waltham). Whilst National Grid does not have direct control of the existing vegetation that would provide the screening mentioned above, much of the vegetation lies within the conservation areas of Little Waltham and Great Waltham, and within the Langleys Registered Park and Garden, both of which afford greater protection to trees and vegetation. In response to concerns raised regarding the reliance on existing vegetation as mitigation, National Grid acknowledges that while existing trees and woodland have been referenced within the assessment, these features have not been solely relied upon to mitigate potential impacts on the historic environment. Rather, they form part of a wider suite of measures that have				

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		been developed in consultation with statutory consultees, including Historic England. The alignment through the Little Waltham and Great Waltham area was revised following statutory consultation in March 2025, specifically in response to feedback concerning potential impacts on heritage assets. This has included siting the alignment further from the edge of the Langley's Registered Park and Garden and the use of lower-profile pylons to reduce visual prominence. These design refinements were made with the intention of reducing visibility from key heritage receptors, including both Little and Great Waltham Conservation Areas, and from listed buildings such as Chatham Hall and Langleys House. The Historic Environment Assessment, presented in Chapter 11: Historic Environment (document reference 6.11) of the ES, confirms that the revised alignment has reduced the overall magnitude of impact on nearby heritage assets. The remain impact of the Project on heritage assets such as Langleys listed building, Langleys Registered Park and Garden, and the conservation areas of Great and Little Waltham has been fully assessed and details can be found in ES Chapter 11: Historic Environment (document reference 6.11), ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference 6.11.A2). This assessment has been undertaken in parallel with the LVIA.				
9-7.356	Criticism that Coptfold Hall is not included in the assessments nor mitigation given (e.g. given that it has a landscape originating from the eighteenth and nineteenth centuries, is included on the Essex Gardens Trust Register of Designated Landscapes, and should be considered a non-designated heritage asset in accordance with Chelmsford Local Plan Policy DM14) (in the context of the heritage assessment as part of Volume III of the Technical Appendices of the Preliminary Environmental Information Report (PEIR))	The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and local development plan policies where applicable. The list of sources is available in ES Chapter 11: Historic Environment (document reference 6.11). The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. We are confident that the methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-designated heritage assets, including effects from physical change and change to setting. The current iteration of the ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Assessment Tables (document reference 6.11.A2) includes an up-to-date assessment of the asset. The current Coptfold Hall was built between 2005 and 2008 and is not a heritage asset. The designed landscape is neither mapped nor recognised by the Essex and Chelmsford HERs. Neither is it recognised by any of the sources agreed upon with stakeholders during scoping.				
9-7.357	Pleshey Castle Scheduled Monument (also designated as a Conservation Area and including one Grade I Iisted building, one Grade II* and 25 Grade II listed buildings) lies outside the 3 km zone but was previously identified due to the potential for impacts on the wider setting. Criticism that the viewpoint included within the landscape assessment from the adjacent public footpath is not adequate and a viewpoint should be taken from the top of the castle motte. These heritage assets should therefore be identified and assessed within the evidence base. (in the context of the heritage assessment as part of Volume III of the Technical Appendices of the Preliminary Environmental Information Report (PEIR))	The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and local development plan policies where applicable. The list of sources is available in ES Chapter 11: Historic Environment (document reference 6.11). The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. We are confident that the methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		designated heritage assets, including effects from physical change and change to setting. The assets in question are located over 3.5 km from the Order Limits and, therefore, have been scoped out from assessment.				
9-7.358	Suggest that National Grid judge Langleys House as being of high heritage value given the exceptional level of architectural and historic interest the site has and its continued occupation as a single house within a parkland setting (in the context of the heritage assessment as part of Volume III of the Technical Appendices of the Preliminary Environmental Information Report (PEIR))	The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and local development plan policies where applicable. The list of sources is available in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. The methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-designated heritage assets, including effects from physical change and change to setting.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The current iteration of ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) includes an up-to-date assessment of the asset. Langleys is a Grade I listed building and has been considered to be of high value throughout the assessment process as per the agreed methodology.				
9-7.359	Concern about the group of WWII pillboxes and archaeological remains of WWII defensive features forming part of the GHQ defence line are adjacent the proposed route between Little Waltham and Great Waltham. The assessment identifies these as being of low value and the former anti-tank ditch of medium value. Their setting is not assessed, only their historic interest. It is considered the group value, intervisibility and overlapping lines of fire, together with the rural setting contribute to the setting of the and significance of the features. The close proximity of the proposed route will impact on their setting. (in the context of the heritage assessment as part of Volume III of the Technical Appendices of the Preliminary Environmental Information Report (PEIR))	The assessment of the historic environment for the Project has been undertaken in line with relevant heritage legislation, national and local planning policy, and established technical guidance. The methodology has been developed with reference to best practice, including the National Planning Policy Framework (NPPF), the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, and local development plan policies where applicable. The list of sources is available in ES Chapter 11: Historic Environment (document reference 6.11). The methodology and scoping approach were discussed and agreed with key stakeholders during the scoping process and at subsequent thematic working group meetings, including engagement with Historic England and relevant Local Planning Authorities. We are confident that the methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project on designated and non-		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		designated heritage assets, including effects from physical change and change to setting. ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2) includes an up-to-date assessment of the assets noted in the stakeholder comment. It is acknowledged that the setting assessment of the GHQ defence line was omitted from the Historic Environment Baseline Report in error. A setting assessment has been added referencing the pillboxes arranged along it route.				
9-7.360	Criticism that the Broomfield Community Landscape Character Assessment (2010) has not been considered for the Project	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA), which includes an assessment of landscape and visual effects. The approach to the LVIA follows professional guidance as set out in Envronmental Statement (ES) Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes Guidelines for Landscape and Visual Impact Assessment (GLVIA3), as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13) and builds on the preliminary information and detail provided in the Preliminary Environmental Information Report (PEIR).			X	

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		The methodology and approach is set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1) and has been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The document sets out all data sources used to inform the baseline and the assessment of landscape effects. This includes a range of detailed landscape character sources from national to local level, and designated landscape publications, including the Braintree, Brentwood, Chelmsford, Maldon and Uttlesford LCAs (CBA, 2006). We note areas A-H identified in the Broomfield Community Landscape Character Assessment (2010) and the significance and special features described in the document. The Project passes through the western part of area H and close to area F. Area H sits within Central Essex Farmland LCA, and Chelmer Valley LCA, which sit within the wider Glacial Till Plateau LCT and River Valley Landscapes LCT. Area F sits within Central Essex Farmland LCA, and Chelmsford & Environs LCA, which sit within the wider Glacial Till Plateau LCT and Urban Landscapes LCT. The assessment has taken the landscape characteristics of these into consideration in the assessment. The methodology also sets out how value judgements are made and explains that the judgements give consideration to the natural heritage, cultural heritage, landscape condition, associations, distinctiveness, recreational, perceptual (scenic and tranquility) and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		functional qualities of the landscape. Valued features are considered when making these judgments.				
9-7.361	Criticism that the Local Character Assessment (LCA) baseline data which has been used to assess landscape character effects is not as detailed or as up to date as more local assessments. The Chelmsford LCA and more local assessments associated with neighbourhood plans, set out local characteristics and valued qualities which inform an understanding of characterising effects	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA), which includes an assessment of landscape and visual effects. The approach to the LVIA follows professional guidance as set out in Environmental Statement (ES) Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes Guidelines for Landscape and Visual Impact Assessment (GLVIA3), as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). The methodology and approach is set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1) and has been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The document sets out all data sources used to inform the baseline and the assessment of landscape effects. This includes a range of detailed landscape character sources from national to local level, and designated landscape publications, including: • Natural England's National Character Area profiles (Natural England, 2014)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		• Natural England's National Historic Landscape Characterisation (NHLC) Project • East of England Landscape Typology (Landscape East, 2010) • South Norfolk District Landscape Character Assessment (LCA) (LUC, 2001) • Suffolk LCA (Suffolk County Council, 2010) • Tendring District LCA (LUC, 2001) • Colchester Borough LCA (CBA, 2005) • Braintree, Brentwood, Chelmsford, Maldon and Uttlesford LCAs (CBA, 2006) • Essex LCA (CBA, 2003) • LCA of Basildon Borough (The Landscape Partnership, 2014) • Thurrock Landscape Capacity Study (CBA, 2005) • Land of the Fanns, LCA (Alison Farmer Associates, 2016) • Waveney Valley Valued Landscape Assessment (Alison Farmer Associates, 2024) • The Dedham Vale Landscape (LDA for the Countryside Commission, 1997) • Dedham Vale AONB Natural Beauty and Special Qualities and Perceived and Anticipated Risks (Alison Farmer Associates, 2016) • Dedham Vale AONB and Stour Valley Project Area 1 Management Plan (Dedham Vale				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Landscape and Stour Valley Project Area Partnership, 2021-26) • Dedham Vale AONB and Stour Valley Project Area State of the AONB Report 2018 (LUC, 2019)				
9-7.362	Concern that National Grid have not taken sufficient account of topography / Criticism that contours do not appear on the interactive map as a base feature / Criticism that relief (topography) are not illustrated under the Constraints level	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA), which includes an assessment of landscape and visual effects. The approach to the LVIA follows professional guidance as set out in Environmental Statement (ES) Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes Guidelines for Landscape and Visual Impact Assessment (GLVIA3), as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). The methodology and approach is set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1) and has been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. Constraints information includes landform, which is taken into full consideration in the assessment, and presented in the accompanying landscape and visual figures, in ES Figure 13.2: Landform and Drainage (document reference 6.13.F2).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.363	Criticism that the impact of the Project on the setting of the churches of Great and Little Waltham does not appear to have been assessed, especially in views along thoroughfares / Criticism that no assessment has been made of the effects from within Little Waltham and in particular from Wheelers Hill looking towards the church with views to the wider valley landscape to the west (in relation to the Preliminary Environmental Information Report (PEIR) Heritage Vol III Part 3)	A selection of landscape and visual viewpoints have been used to produce technical visualisations to support the Landscape and Visual Impact Assessment (LVIA) and assist stakeholders and ultimately the Planning Inspectorate to understand the likely effects of the Project on landscape character and on views from specific points. This includes viewpoints near Little Waltham and Great Waltham. Viewpoint 6.18: Langley's Park (document reference 7.12), illustrates how the Project will appear in views from the landscape to the north of Great Waltham. It is intended to capture how the overhead line (around TB139) will appear in this area. Viewpoint 6.16 Chatham Hall Lane illustrates how the overhead line will appear to the west of Langley's Park, Viewpoint 6.13 B1008 illustrates how the overhead line will appear to the west of Little Waltham, and Viewpoint 6.04 PRoW at Broad's Green (Great Waltham 85) illustrates how the overhead line will appear at Broad's Green. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations, and these have been agreed. Additional historic environment viewpoints have been prepared from within the grounds of Langley's Park (HE7 and HE8). Technical visualisation, including at Great Waltham, have been prepared using the latest design,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		which includes low height pylons on the eastern edge of Langley's Park near Great Waltham. Further visual assessment work relating to this area can be found in Visual Receptor Area VRA F3 Great Waltham and VRA F4 Little Waltham, which can be found in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The methodology and approach to the LVIA is set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1) and has been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. Pylon locations are identified alongside the viewpoint location on ES Figure 13.7: Landscape and Visual – Visual Receptors and Viewpoints (document reference 6.13). The Church of St Mary and Lawrence (1122058), Great Waltham, and the Church of St Martin (1122044) in Little Waltham were scoped out of further assessment in the Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11) based on the fact that their settings do not extend to the Order Limits and that they fulfilled the 'scoping out' criteria detailed in Annex E (Scoped out Listed Buildings). Both assets are detailed in the Historic Environment Baseline Report which describes the assets' values, settings, and general description.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.364	Criticism that lack of reference to Local Character Assessment (LCA) baseline data means that the qualities and characteristics of the Chelmer Valley have not been fully explored (in relation to the Preliminary Environmental Information Report (PEIR) Landscape Character - Volume III Part 4)	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA), which includes an assessment of landscape and visual effects. The approach to the LVIA follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes Guidelines for Landscape and Visual Impact Assessment (GLVIA3), as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The methodology and approach is set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1) and has been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals. The document sets out all data sources used to inform the baseline and the assessment of landscape effects. This includes a range of detailed landscape character sources from national to local level, and designated landscape publications. The assessment of the Chelmer Valley is presented in ES Appendix 13.2: Landscape Baseline and Assessment (document Reference 6.13.A2) in LCA C5: Chelmer Valley.			X	
9-7.365	Concern about the impact of Pylon TB171 (e.g. on views and the landscape)	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on visual amenity resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures where possible to reduce potential effects. The approach to the Landscape and Visual Impact Assessment (LVIA) follows professional guidance as set out in ES Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1), which includes Guidelines for Landscape and Visual Impacts Assessment (GLVIA3). The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13).				
Wildlife/ Ecology impact						
9-7.366	Concern about impact of the Project on flightpaths for birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitats Regulations Assessment (HRA) (document reference 5.3) and	X		X	

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		agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed.				
9-7.367	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitats Regulations Assessment (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4), accompanying the Development Consent Order (DCO) application.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.368	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	X	X	X	
9-7.369	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable,	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-7.370	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.*" Beehives can become charged if directly under an overhead line because of the electric field it produces. For existing overhead lines, this can be eliminated by screening or earthing the hive, but for new overhead lines, embedded design measures and careful routeing will avoid any potential effects. There does not seem to be evidence of EMFs adversely affecting bees directly. In the United States of America, the strip of land along power lines has been shown to be particularly attractive to bees, with these areas being utilised by commercial bee farms. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived.				
9-7.371	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.				
9-7.372	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10 per cent BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.				
9-7.373	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10 per cent BNG with environmental and societal benefits on all construction projects. The 10 per cent BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-7.374	Suggest ecological enhancements as part of the Project	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10 per cent BNG with environmental and societal benefits on all construction projects. The 10 per cent BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental and societal benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.			X	
9-7.375	Concern that wildlife is already being displaced by the Project / Request for National Grid to confirm what they are doing to mitigate this displacement	The application for development consent is supported by an Environmental Impact Assessment (EIA), which considers the effects of the Project on biodiversity and identifies if mitigation is required (see the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8)). A suite of surveys has been undertaken to support the assessment which are presented in Appendix 8.1 - Appendix 8.15 (document reference 6.8.A1 – 6.8.A15). Mitigation, relevant to biodiversity, is set out within the Outline Landscape and Ecological Management Plan (LEMP) (document			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 7.4) in line with the assessment undertaken within the ES.				
9-7.376	Concern about the impact of the Project on bee hives near Pylon TB180 (location provided by respondent), including proposed large works site and proposed works road close to the rear of the hives (e.g. due to dust and dirt from the construction works)	Mitigation measures to reduce dust/dirt transfer during construction would be implemented and are outlined within the Outline Code of Construction Practice (CoCP) (document reference 7.2). If it is deemed necessary by mutual agreement for bee hives to be relocated temporarily or permanently, National Grid would compensate the affected party.			X	
9-7.377	Concern about the impact of Pylons TB161, TB162, TB163, TB164 and TB165 on wildlife	A range of protected species and habitat surveys have been undertaken and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). Appropriate mitigation will be implemented where impacts are identified as agreed with Natural England (NE) and the Local Planning Authority as relevant.			X	
9-7.378	Concern that the Project will disrupt the culling and control of deer at Margaretting	During the construction phase of the Project there may be some disruption caused to culling activities in the immediate area of the works. National Grid will work with all landowners and individuals to understand where this disruption may occur and agree if any mitigation can be put in place to lessen the impact. If a landowner has concerns over how their farming practices may be affected, or if they would like to advise			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the Project team of any culling or shoot activities, they should contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-7.379	Criticism that whilst bat surveys have been undertaken, only the desk study report is available at present as the results of the data collected during the 2023 surveys and the results of the Ground Level Tree Assessments undertaken between November 2023 and March 2024 (referenced in the Preliminary Environmental Impact Report (PEIR)) have not been provided	A suite of surveys was undertaken from September 2022 to November 2024. The results of the bat surveys are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.9 to 8.11 (document reference 6.8.A9 - 6.8.A11) of the Environmental Statement (ES). Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority (LPA) as relevant.		X		
9-7.380	No 'Key Reptile Sites' have been identified from across the draft Order Limits within Chelmsford, but six locations have been identified as having suitability for reptiles: River Ter; River Chelmer; River Can and Former Brittons Hall Farm Landfill site; Chelmsford Compressor Station; Land off Roxwell Road; Willowmere Lake and Associated Habitat; Writtlepark and Associated Woodlands. These six sites have been ruled out from further presence / likely absence surveys, either because	Reptile habitat suitability assessments were undertaken on sites across the Project route. Multiple Key Reptile Sites were identified and received dedicated surveys. The results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 8.6: Reptile Report (document reference 6.8.A6) of the Environmental Statement (ES). ES Chapter 8: Ecology and Biodiversity (document reference 6.8) and the Outline Landscape and Environmental Management Plan (LEMP) (document		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	impacts are considered avoidable or because displacement by habitat manipulation is the most appropriate mitigation solution regardless of survey result. Whilst the logic of this approach is understood in principle, National Grid will need to provide a supported argument as to why this is the best approach for reptile species. This should include demonstrating how effective mitigation will be achievable in all instances	reference 7.4) provide an explanation of the mitigation approach at relevant sites identified as offering suitability for reptiles and at key reptile sites.				
9-7.381	Request that it is demonstrated that sites worthy of survey within Chelmsford for breeding birds has not been overlooked, and request that there will be a well-reasoned estimate of the potential overall cumulative impact on breeding birds from the Project	Impacts to breeding birds have been considered across the route at all sites that may have value and a range of breeding bird surveys have been conducted across the route. The results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 8.7: Breeding Bird Report (document reference 6.8.A7) of the Environmental Statement (ES). Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority (LPA) as relevant. Chapter 17: Cumulative Effects of the ES includes consideration of cumulative impacts on breeding birds.		X		
9-7.382	Concern that Bushy Wood would be impacted by the Project / Suggest that a thorough impact assessment is undertaken for this site, along with appropriate application of the mitigation hierarchy, and this needs to be included in the Statement of Common Ground (SoCG)	The Project does not impact Bushy Wood directly. However, any potential indirect impacts on Bushy Wood are considered in Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES). Appropriate mitigation would be implemented where impacts are identified as agreed		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with Natural England and the Local Planning Authority (LPA) as relevant. National Grid is preparing draft Statements of Common Ground (SoCG) with relevant stakeholders and these will be developed further during the Development Consent Order (DCO) examination phase.				
9-7.383	Suggest that the Project is rerouted at Pylon TB156 to avoid the clearance of preserved trees (e.g. to mitigate impact on preserved woodland)	The current location of TB156 impacts field boundary vegetation. According to information presently available this linear feature is not legally protected by a Tree Preservation Order (TPO). We have not made a change to the position of this pylon.		X		

Basildon and Brentwood feedback

Basildon and Brentwood (Statutory Consultation)

Table 9-8 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
9-8.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	X	X	X	

9-8.2	Concern that the Project will have a negative impact on agricultural livestock (e.g. type of livestock)	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: *"There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences."*			X	X
Airfields						
9-8.3	Concern about the impact of the Project on Chase Farm Airstrip / Suggestion that the Project is routed away from Chase Farm Airstrip	National Grid has appointed an independent aviation consultancy which has engaged with the operators of this Airstrip (with National Grid also present). Following discussion and further assessment of alternatives it is not possible to route the alignment away from the airstrip at a distance that allows the continued safe use of the airstrip at its current position. We are engaging and will continue to engage with the owner of the airstrip to find an appropriate solution. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2:	X		X	

		Review of Aviation Impact (document reference 6.15.A2)).				
9-8.4	Concern about the impact of the Project on Barnard's Farm / Suggestion that the Project is routed away from Barnard's Farm	National Grid has appointed an independent aviation consultancy which has engaged with the operators of this Airstrip (with National Grid also present). Following discussion and with consideration of the flying activities at the site and pylon heights and positions we do not consider it necessary to route away from the airstrip. The Project is at a distance that allows the continued safe use of the airstrip at its current position. We are engaging and will continue to engage with the owner of the airstrip as the Project develops. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).			X	
9-8.5	Concern about the impact of the Project on London Southend Airport / Suggestion that the Project is routed away from London Southend Airport	London Southend Airport is at around 20 km distance with a number of existing overhead lines between it and the Project. No impact on the airport activities would occur and no change is proposed.	X		X	
9-8.6	Concern about the impact of the Project on Laindon Airfield / Suggestion that the Project is routed away from Laindon Airfield	In accordance with its responsibilities as an applicant as described within the Government's Overarching National Policy Statement for Energy (NPS EN-1) National Grid has appointed an independent aviation consultancy to develop a methodology to assess the potential impacts of the Project on aviation including airfields in close proximity. The assessment methodology enables risk-based site-specific assessment of a range of criteria, including but not limited to, lateral and vertical clearance margins, aircraft types, airfield operational activities and procedures, and the surrounding context. The approach is informed by Civil Aviation Authority (CAA) regulations and guidance as well as ongoing consultation with airfield owners and operators.	X	X	X	

		In relation to Laindon Farm airfield, our impact assessments recognise that the airfield is sufficiently distanced from the overhead line (by approx. 4.2 km) for aircraft using the airfield to avoid overflying the overhead line in all circumstances. We therefore assess that the Project will not impact airfield operations. Proposed changes to the Project design are therefore not justified on this basis. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-8.7	Concern about the pylon height in relation to the impact of the Project on Barnard's Farm (e.g. reference points) and suggest that the normal glide slope of 3.5 degrees from the airfield to the pylons should be used to project the clearance for an aircraft to the pylons, with worst-case allowable instrument error taken into account. With this, suggest that a computer-generated view from the centre of the airfield runway towards Langdon Hills should be provided by National Grid (e.g. to show the visual impact of the Project from the airfield).	National Grid has appointed independent aviation consultants to assess the potential impacts of the Project on aviation. Their assessment methodology incorporates a range of assumption parameters regarding take-offs and approaches by different aircraft performance classes, including maximum gradient angles. The assessment considers whether the Project alignment infringes Obstacle Limitation Surfaces (OLS) as specified under the Civil Aviation Authority's (CAA's) CAP 168 regulations for licensed aerodromes, recognising this to be a best practice measure for obstacle assessment and treatment, albeit not a regulatory requirement for unlicensed aerodromes such as Barnard's Farm. In this instance, CAP168 measures are calculated to have been met, and clearance margins to the overhead line are therefore assessed to be sufficient in terms of safety. National Grid continues to engage with the operator to confirm the acceptability of Project design and support their consideration of reasonable changes to operating procedures. It is understood that a computer-generated view from the airfield has been shared with the operator to this end.	X		X	

		Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-8.8	Concern about the impact of the Project on Brock Farm Airstrip / Suggestion that the Project is routed away from Brock Farm Airstrip	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Brock Airfield. Feedback determined that the airstrip has been sold to a new owner (the adjacent carp fishery) who advised that the airstrip has now been closed. Thus, there is no conflict between the Project, and this now closed airstrip. We will continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).	X	X	X	
Community / Social impact						
9-8.9	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction,	X	X	X	

		through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-8.10	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments. ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an			X	

		assessment of the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered during the construction phase to reduce, where practicable, disruption to education establishments. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The assessment concludes that there would be no significant effects on education facilities within the study area as a result of the construction and operation of the Project.				
9-8.11	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on leisure and tourism. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include: traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	X		X	
9-8.12	Concern about over development of area / other works in the area (e.g. cumulative impact)	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The	X		X	

	cumulative effects assessment has considered the effects of the Project in conjunction with other existing and, or approved developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. The cumulative assessment has been undertaken in accordance with the overarching NPS for Energy (EN-1) Paragraph 4.1.5 in EN-1 states: *'In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy'.* Paragraph 4.2.12 in EN-1 states: '*The cumulative impacts of multiple developments with residual impacts should also be considered*.' Paragraph 4.3.3 in EN-1 states: '*The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects'*. Paragraph 4.3.19 of EN-1 states: '*The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when*				

		considered on an individual basis with mitigation measures in place'. Paragraph 4.4.5 in EN-1 states: '*The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate'*. The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in ES Appendix 17.2: Long List and Short List of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in ES Chapter 17: Cumulative Effects (document reference 6.17). The detailed assessment of shortlisted other developments is presented in ES Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3). Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3) outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economics, recreation and tourism impacts).				
9-8.13	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design.	X		X	

		Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.				
9-8.14	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) identifies any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.			X	
9-8.15	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: *"There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences."* Although			X	

		horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.				
9-8.16	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) and ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) consider the potential impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from ES Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures will be in place to reduce impacts. These include: traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures is presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.			X	

9-8.17	Request for assurance that the Project will not affect the TV signal for TV reception in this area (signal from "Sudbury" in the Anglian region)	Radiofrequency emissions can interfere with electrical equipment, telecommunication. WiFi and broadcast equipment. These emissions are limited from overhead lines by design set out in National Grid's Technical Specifications, which include the requirements of British standards minimising the generation of radio interference. All the equipment used would meet the requirements in these standards, which are in place to prevent interference issues. These are the same good engineering practices that are applied to the existing transmission system assets, including existing 400 kV overhead lines, which cause no interference issues for electrical equipment, telecommunication, WiFi and broadcast equipment under normal operating conditions. Therefore, no significant interference issues would result from the Project's operation.			X	
9-8.18	Criticism that respondent was advised by a water company that they were not allowed to dig under the A127, yet National Grid is proposing to dig through the respondent's property and onto the A127	At this location National Grid is not proposing to dig through the respondent's property. The access shown through the property drive is a permanent right of access route only, potentially required to install scaffold crossing protection netting under the overhead line if works to the overhead conductors are required. In this scenario nothing would need to be dug along the driveway, it is just an access route (potential for trackway) to the overhead line conductors. At statutory consultation the pipeline was also shown as potentially requiring mitigation. There is the potential, based on induced currents from the 400 kV overhead line, that alternating current mitigation measures may need to be installed to the pipelines in this location. The scope and extent of such mitigation measures would be dependent on the final design arrangements of the Project which would continue to evolve within the parameters of confirmed Limits of Deviation. Factors including crossing angle and clearance height, length of parallelism, site specific soil resistivity etc combine to define the requirement for mitigation. The mitigation itself is typically achieved by			X	

		the installation, alongside the ferrous pipeline (in an area which is likely to have been previously disturbed during construction), of additional earthing which extends away from the crossing point. Consultation between National Grid and the relevant utility provider would confirm the requirement for installed mitigation, based on the final 400 kV design arrangements, which would be implemented by the relevant utility provider under their existing utility operation and maintenance provisions.				
9-8.19	Concern that Pylon TB226 may be relocated due to impact on listed buildings given that relocation may have a greater negative impact on Dunton Hills Garden Village (DHGV), and suggest that any future changes to the location of Pylon TB226 should be consulted on with the developers	National Grid has carefully considered the re-location of pylon TB226 but its relocation would transfer or increase impacts on other environmental receptors and therefore a change is not proposed.			X	
9-8.20	Concern about the Project causing a severing effect / barrier between Hutton and Havering's Grove and suggest that the Project is routed away from these areas	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Hutton and Havering's Grove. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. While the alignment is routed between Hutton and Havering's Grove, it is not anticipated to become a barrier nor create any movement restrictions between the two settlements. We are therefore not proposing a change to the alignment at Hutton and Havering's Grove.			X	

Construction Impacts						
9-8.21	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).		X		
9-8.22	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The Outline CTMP (document reference 7.3) provides details about a strategy that has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for			X	

		construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (Document Reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (Document Reference 7.11), submitted with the Development Consent Order (DCO) application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts.				
9-8.23	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic and vibration due to			X	

	additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP (document reference 7.2)) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP (document reference 7.2) sets out the required mitigation measures and environmental commitments that will be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				

9-8.24	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the Local Highway Authorities and National Highways. An AIL routing strategy containing details about these movements are submitted in support of the Development Consent Order (DCO) application.			X	
9-8.25	Concern that deep foundations will be required for pylons due to the Project being sited within floodplains, causing a significant impact to the environment and nearby wildlife	National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project to support and inform the EIA. The ES includes consideration of potential impacts on flood risk from all relevant sources, both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life.			X	

		The FRA (document reference 7.9) describes the measures that would be put in place to manage construction and operational flood and land drainage impacts to ensure the development is safe from flooding over its lifetime and that off-site flood risk is not increased.				
9-8.26	Concern about the damage and disruption caused by the access roads	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Outline CTMP (document reference 7.3) includes details of proposed pre-condition and post-condition surveys and includes allowance for remediation works where changes to the condition have occurred due to the Project construction work. Environmental Statement, Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the residual impacts of the Project including changes in traffic flow, delays, road safety and impact on walking, cycling and horse-riding modes along the Primary Access Routes (PARs) located on the Local Road Network. This document sets out mitigation measures which are proposed to minimise negative impacts.			X	
9-8.27	Concern that the Project between Ingatestone and Billericay appears to run close to the River Wid, which is notorious for winter flooding / Request for National Grid to confirm whether this has been considered with regards to the siting of the pylons, and possible disruption due to flooded access /	National Grid has considered alternative routes in this area within the constraints, environmental features and residential properties that are present including the sewage treatment works, listed buildings including Grade I listed heritage assets at Ingatestone Hall and St Giles Church Mountnessing and ancient woodland.	X	X	X	

	Concern about impact on existing issues with flooding at Billericay / in the area between Ingatestone and Haverings Green (e.g. impact of construction and permanent access roads for the Project)	The rationale for the alignment was set out in the 2024 Design Development Report, which can be found on the Project website, and in the absence of new information or new factors being identified, those conclusions remain valid and the general alignment unchanged subject to small modifications to individual pylon positioning. Proposed infrastructure has either been positioned outside Flood Zones or can be designed in a way that would be resilient to risk of damage from flooding and designed so as not to exacerbate flood risk nor cause damage to the river and its ecosystem. Pylon TB190 was moved south of the River Wid to a location outside of the Flood Zone after the non-statutory consultation in 2023. Pylon TB198 was moved to west outside of the Flood Zones after the non-statutory consultation in 2023. Finally, pylon TB202 was moved slightly north after the statutory consultation to be located outside of the Flood Zones. A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project which has informed the Environmental Impact Assessment (EIA) and that has identified the mitigation measures necessary to prevent the Project from increasing fluvial flood risk. The FRA (document reference 7.9) describes the measures that would be put in place to manage construction/operational flood risk and land drainage to ensure the development is safe from flooding over its lifetime and off-site flood risk is not increased.				
9-8.28	Request for further information regarding the length of time that the temporary roads will be in place for	Information regarding the construction programme is included in the Environmental Statement (ES), Chapter 4: Project Description (document reference 6.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2), an estimated construction period is between 2027 and 2031. Typically, the haul roads would be in place throughout the construction period of the Project (2027 to 2031) and removed post completion. The exact time each	X		X	

		part of the haul road will be in place will vary depending on the specific construction program for each section and how early removal of sections of haul road can commence.				
9-8.29	Request for details as to where construction fences will be sited (and their alignment) and whether farmer / and landowners will be able to cross the tracks to reach isolated areas of farmland or whether the whole length of the track is going to be fenced	National Grid proposes security fencing and gates for all site access points to secure the works area, the construction corridor and haul roads. Security gates are to be set back a minimum of 20 m from the edge of the carriageway to allow for vehicles transitioning between the works area and public highway to stop outside of the gate whilst not impeding the public highway. A typical site access point layout including tracking of construction vehicles, visibility splays and fencing arrangements can be found on the Design and Layout Drawings (document reference 2.6.3). In accordance with GG29 in the Outline Code of Construction Practice (CoCP) (document reference 7.2), working areas would be appropriately fenced. Access control measures such as fencing and gated accesses to working areas would typically be in place for safety and security. Access and crossover points would be designed to reduce highway safety risks and congestion on the public highway by providing for the safe and efficient passage of construction traffic. National Grid usually fences out their construction working width to protect both members of the public and livestock. This also helps to avoid trespass. Unless otherwise agreed with the landowner/occupier, the method of fencing the construction working width would be livestock-proof to ensure exclusion of any stock kept on the adjoining land. Where no livestock is kept, post and rope fences or wire may be used. National Grid would exercise reasonable care and undertake practical measures to avoid entry by trespassers. Crossing points may be included within this fencing to facilitate the continuation of agricultural operations. The crossing points would be installed at appropriate locations to enable reasonable access across the	X	X	X	

		construction working width. All temporary fencing would be maintained throughout construction works until the land has been reinstated, unless otherwise agreed with the landowner/occupier. It is anticipated that existing access would only be closed where this is required for safe working. In accordance with measure AS03 in the Outline Code of Construction Practice (CoCP) (document reference 7.2), where practicable and safe to do so, existing access to and from residential, commercial, community and agricultural land uses would be maintained throughout the construction period, or as agreed through landowner discussions.				
9-8.30	Concern that the Project runs alongside a busy route used as an alternative to reach the Dartford Crossing / Request for National Grid to confirm how long this this disruption will affect locals	Without knowing exactly which route is being referred to, it is only possible to provide a general response (rather than a specific duration), which is that the construction phase of the Project would last approximately four years in total (2027 to 2031). Regarding the Dartford Crossing, analysis conducted by the Project to date suggests that the main source of materials would be from the north / north-west of the study area and that the transport of these materials would not involve use of the Dartford Crossing.	X	X	X	
9-8.31	Criticism that the area surrounding Horndon-on-the-Hill is agricultural fields, so there is no suitable location for National Grid to provide an environmental asset	Areas of agricultural land surrounding Horndon-on-the-Hill acquired for temporary construction activities related to the Project would be reinstated post-construction in line with good practice soil handling measures, to protect the quality of soil resources and maintain land quality. Areas of agricultural land surrounding Horndon-on-the-Hill which are taken permanently out of agricultural production is limited to pylon bases which cover relatively small percentages of land proportional to field sizes. Surplus soil produced from areas of permanent land take would be reused where appropriate to reduce any environmental loss/provide an environmental asset i.e., for landscaping purposes.			X	

9-8.32	Concern that the proposed haul road for the Project which utilises the existing access route from Tilbury Road to the Dunton Hill Family Golf Centre will impact on construction of the Dunton Hills Garden Village (DHGV) and suggest that an alternative route is used for the Project (no alternative provided). If use of this route for the haul road is deemed necessary, request for confirmation on how DHGV construction traffic will share this access road and how health and safety will be managed, and request plan for visitor access to the Dunton Hill Family Golf Centre clubhouse during the construction period to avoid disruptions	National Grid notes the feedback received. The access from Tilbury Road is not proposed as an access point to the haul road. National Grid has assessed multiple options and there are not any suitable alternatives other construction access being provided from the access bellmouth off Lower Dunton Road. As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams, and other affected stakeholders to understand and gain information on their local road networks and other developments in the area. Coordination and further engagement will be ongoing. The proposed temporary haul road will still need to route through the eastern edge of the Dunton Hills Garden Village (DHGV / Dunton Hill Family Golf Centre to enable access to construct pylons TB229, TB230 and TB231. This access route will be managed by National Grid accordingly which will continue to engage with DHGV and Dunton Hill Family Golf Centre to ensure impacts are kept to a minimum.			X	
9-8.33	Suggest that the haul road near Rayleigh Road is relocated to the headland (e.g. to mitigate impact on farming), and suggest that the track could be retained for future use if suitably constructed, subject to further discussion with the respondent	National Grid notes the respondent's feedback, however the bellmouth access (from the public highway) and haul road need to be placed in close proximity to the alignment due to construction requirements and to avoid excessive land take. Based on the highway assessments completed and the Project needs, the current proposal is preferred. As the proposed haul road needs to tie in with the proposed bellmouths and facilitate access to pylon locations, it is not beneficial to move the haul road to headlands. In this scenario spurs would still be needed to the pylons, the length would be longer and the vehicles traversing the haul road would need to slow down and turn more frequently. All this together would create greater impacts compared to the relatively straight haul road alignment as proposed adjacent to the overhead line work areas.	X		X	

9-8.34	Suggest that the proposed construction compound near Rayleigh Road is relocated west onto respondent's land, subject to commercial terms (e.g. to minimise impact on residential properties) (plan provided by respondent)	National Grid notes the respondent's feedback. The construction compound has been relocated as suggested by the respondent.			X	X
9-8.35	Suggest that pylon foundations and fuel storage should be located away from the River Wid (e.g. to avoid contamination)	Between Ingatestone and Billericay multiple pylons are located within the vicinity of the River Wid and the river is crossed by the overhead line multiple times. The positioning of pylons has been determined by many factors: including design and safety requirements alongside the consideration of consultation and stakeholder feedback and the positioning of a varying degree of receptors. Whereby we have sought to minimise impacts accordingly to all receptors. In this location all of the pylons have been positioned to ensure they are set back from the River Wid itself and are located outside of the flood zone 2 and 3 areas. During construction and future maintenance, contractors would adhere to environmental management plans (EMPs) to reduce the risk of, and mitigate, and spillages of contaminants, including storage of materials away from waterways.			X	
9-8.36	Concern that pylons are proposed to be very close to the River Wid, close to Buckwyns Chase and Wardropers on Mountnessing Road, and that this will exasperate flooding issues which already have a significant impact	National Grid has considered alternative routes in this area within the constraints, environmental features and residential properties that are present including the sewage treatment works, listed buildings including Grade I listed heritage assets at Ingatestone Hall and St Giles Church Mountnessing and ancient woodland. The rationale for the alignment was set out in the 2024 Design Development Report (published on the Project website) and in the absence of new information or new factors being identified, those conclusions remain valid and the general alignment unchanged subject to small modifications to individual pylon positions. Proposed infrastructure has either been positioned outside Flood Zones or can be designed in a way that would be			X	

		resilient to risk of damage from flooding and designed so as not to exacerbate flood risk nor cause damage to the river and its ecosystem. Design has also taken into consideration the potential for effects on the general amenity of occupiers of residential property noting that such properties are at around 200 m or more from the nearest pylon, a distance not considered inconsistent with the Holford Rules Supplementary Note. A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project which has informed the Environmental Impact Assessment (EIA), and that has identified the mitigation measures necessary to prevent the Project from increasing fluvial flood risk.				
9-8.37	Concern that the underground services near Pylon TB229 may be a hazard for construction of the Project, and suggest measures to guarantee compensation to the respondent in case of damages, including that an insurance policy for damages and loss of revenue is contracted by National Grid to the benefit of the respondent during construction (or equivalent or superior guarantee)	In planning the Project, National Grid considers all existing utilities and agrees to interface and mitigation arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and likewise as part of the consultation process, we contact all third-party utility providers in the area.			X	
9-8.38	Suggest that if National Grid require a compound near the A13, the respondent is open to accommodating this, subject to commercial terms, and suggest that a location near the existing entrance may be suitable for contractors	National Grid has identified compounds to meet the requirements of the Project and is proposing a site further north for a compound, approximately midway through this section of pylons. The site proposed by the respondent is to one end of a section and therefore less preferred. Nonetheless the offer is noted and may be of future interest to our contractors once they are appointed, subject to appropriate consent and commercial arrangements.			X	
Consultation						
9-8.39	Comment supportive of engagement that has taken place / feel listened to	National Grid notes the respondent’s feedback.			X	

9-8.40	Comment supportive of the Project in this section	National Grid notes the respondent's feedback.			X	
9-8.41	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.			X	
9-8.42	Criticism that National Grid contradict their own 'Design Guidelines for Development near High Voltage Overhead Lines' by the way in which they avoid the Dunton Hills Garden Village (DHGV) site by instead having significant impact on Dunton	Development of the Project design balances a range of different factors. National Grid does not agree that the design contradicts our own guidelines. National Grid has to take into account the potential effect of its proposals when developing the route alignment. In this location we have to work within the context of the planning status of projects and in this case take account of the fact that planning consent has been granted for the Dunton Hills Garden Village proposals. Adopting the 132 kV alignment (north to south) would interact far more extensively with the proposals than is proposed by the route through the Garden Village being within the safety zone around the gas pipeline. Even if that were not the case, the presence of ancient woodland to the north of the site and other factors, would position the 400 kV route further to the east requiring more angles and a less direct route to divert to the 132 kV alignment which would be less consistent with Holford Rule 3. A summary of the Holford Rules is provided within Appendix I22 of this report. Overall, the alignment, subject to localised modification, remains preferred over the adoption of the 132 kV alignment. The residual effects in the area around Dunton are reported in the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11) supporting the Development Consent Order (DCO) application.			X	
9-8.43	Concern that National Grid has not considered reducing the scale of the Project to mitigate landscape and visual effects in the area around Blind Lane to any significant extent, and request that this is given further consideration in light of paragraph 5.10.26 in EN-1	The scale of Project is dictated by the technology and the need for the Project, in this case a 400 kV overhead line. Reducing the scale of the Project is not feasible. Alternative structures such as low height or T-pylons have been considered and discounted in this location. The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and			X	

	Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				

		A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA. The LVIA includes an assessment on both landscape character and visual amenity. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). The landscape assessment is set out in Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) and concludes that there would be significant effects on the Burstead Sloping Farmland Landscape Character Area (LCA) and Brentwood Hills LCA within the vicinity of Blind Lane, west of Little Burstead. The visual assessment is set out in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) and concludes that there would be significant effects on people's views within Visual Receptor Area (VRA) G4 Ingrave and Herongate, including from the local road network, PRoW and properties on Blind Lane. To the north of Blind Lane, west of Havering's Grove, part of an existing overhead line would be removed and undergrounded to accommodate the Project.				
9-8.44	Concern that "Green Belt" is not listed as one of the environmental constraints in the area around Blind Lane or shown on any maps for the Project	National Grid notes this comment. The Green Belt is a planning policy designation rather than an environmental constraint. However, the extent of the Metropolitan Green Belt has been an important consideration for the Project. An assessment of the impact on the Green Belt forms part of the Planning Statement (document reference 5.6) which has been submitted as part of the application for development consent.			X	
9-8.45	Comment supportive that the Project has been rerouted to the east of the public bridleway at Hutton Manor	National Grid notes the respondent's feedback.			X	
9-8.46	Concern that the proposed Order Limits / red line boundary covers various area of land that are promoted by the respondent, and it is unclear	National Grid notes the respondent's feedback. In terms of permanent assets these comprise the 400 kV overhead line which is located within a safety zone			X	

	whether that land is required temporarily, or permanently, or precisely for what purpose	around a high pressure gas pipeline and would not reduce developable area. Other permanent assets relate to the replacement of a 132 kV overhead line by underground cable, to achieve necessary electrical clearances, with the route proposed by UK Power Networks (UKPN) following just beyond the boundary of existing properties and being outside other areas of development including other planning applications. Other works, with the exception of rights for maintenance aspects are temporary. We do not consider the works prevents future development. Details were published as part of the statutory consultation and been updated in response to feedback where change has been accepted. Details are on plans published as part of the Development Consent Order (DCO) submission.				
9-8.47	Comment supportive of the intention to dismantle and remove the existing pylons in the area (shown by Pylons PSC8, PSC9, PSC10 and PSC11 in particular)	National Grid notes the respondent's feedback.			X	
9-8.48	Suggest that the Project is routed away from listed buildings in Dunton, and criticism that National Grid rerouted the Project at least 1km away from listed buildings at Ingatestone based on feedback from the 2022 Non-Statutory Consultation but did not do the same at Dunton (as suggested by respondent in the 2022 Non-Statutory Consultation)	The listed buildings at Ingatestone are both Grade I listed (St Giles Church and Ingatestone Hall) whereas those at Dunton are of lower Grade II (there is a third Grade II* between Grade I and Grade II). There is no set distance at which it is considered appropriate to route overhead lines, with site-by-site context critical to what is appropriate. In the case of the Grade I listed buildings the separation distance is considered to be appropriate when it is far enough for residual heritage effects to be considered acceptable whilst also taking into account the effects on homes, environmental features and other constraints. Evaluation by technical experts considers the effects on the Grade II listed buildings at Dunton to be consistent with relevant policy. No change is therefore proposed.			X	
9-8.49	Concern about the impact of the Project on delivery of the Basildon Local Plan / Criticism that National	National Grid has carefully considered the identified feedback and engaged with the relevant authorities and			X	

	Grid have not taken into account the planning process as it pertains to Basildon Borough Council and the issue of development viability has not been addressed in any of National Grid's supporting material	developers in respect of the housing proposals coming forward. We consider it possible for the overhead line to substantially co-exist with the housing proposals and have sought to reduce the interaction by routeing within the 80 m wide safety zone associated with the high-pressure gas pipeline to the western edge of the housing proposals. No alternative connection route is available, and the use of underground cable leads to a direct loss of development area in contrast with the proposed overhead line design. We also shared our guide for developers which identifies opportunities to closely position housing in the immediate vicinity of the alignment.				
9-8.50	Request that National Grid fund bespoke evidence (concentrating in particular on areas around Basildon borough's boundaries with Brentwood and Thurrock), through the Planning Performance Agreement (PPA) to support Basildon Council's Local Plan to assist in ascertaining what the likely effects on land values will be, and help assess whether site allocations for either residential or industrial purposes could therefore be viably developed (with regard to the Local Plan) / Criticism that National Grid do not agree that this work is necessary, and have not explained why	The relevant planning policy (NPS EN-1 and EN-5) does not preclude development within close proximity of residential property and there are numerous examples of residential development in close proximity to 400 kV overhead lines with detailed masterplanning reducing the potential for effects. On this basis National Grid is therefore of the view that development close to its overhead line infrastructure remains viable. National Grid will continue to engage with the council.			X	
9-8.51	Concern about the impact of the Project on delivery of the Brentwood Local Plan	National Grid has carefully considered feedback and engaged with relevant authorities and developers. While the application for development consent will be considered by the Secretary of State primarily against the policies in the relevant National Policy Statements (NPS) (EN-1 and EN-5), the Secretary of State must also take Development Plans into consideration if they are 'both important and relevant to the Secretary of State's decision' (Section 104 of the Planning Act 2008). Accordingly, National Grid has taken into consideration the relevant development plans (both adopted and emerging) which have been prepared by all of the relevant Local Planning Authorities, including			X	

		Brentwood Borough Council, along the route of the Project. Further details are provided in the Planning Statement (document reference 5.6) and Policy Compliance Document (document reference 5.7) which have been submitted as part of the Development Consent Order (DCO) application.				
9-8.51-1	Criticism that there is an error on the labelling of the 2023 and 2024 draft alignment and pylons shown in the map in Figure 5.32 that paragraph 5.4.210 of the Design Development Report, given that it states 'In response to localised feedback to seek to reduce effects on residential amenity in the vicinity of TB210, the angle pylon to the north has been moved by one span, to TB209. Although the position of TB210 has not changed the larger angle pylon has been moved further from the closest residential properties'	There may be a misunderstanding caused by a change to pylon numbering between that published in the 2023 non-statutory consultation and those published as part of the 2024 statutory consultation. The pylon numbered TB210 in the 2024 Design Development Report (DDR) (available on the Project website) is a suspension pylon but was previously (in 2023) an angle pylon. The change to a suspension moves the angle further to the north-west to the position identified as TB209. It is our understanding that this is consistent with the text within the 2024 DDR. No change is proposed.			X	
Design Change						
9-8.52	Oppose the use of underground cables	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the statutory consultation, targeted consultations and landowner consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that 'the government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. The NPS also confirms that widespread and significant adverse			X	

		landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project has incorporated suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data.				
9-8.53	Suggest a minimum distance that the Project should be sited from residential areas / residences	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Appendix I22 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we have modified the alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties or other receptors. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). This assesses the impact of the Project and identifies the need for additional mitigation if required.		X		
9-8.54	Suggest that existing overhead lines in this section should be removed	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained.	X			

		The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.				
9-8.55	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not	X			X

		be in accordance with NPS EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.				
9-8.56	Suggest that the existing overhead lines in this section are reinforced / upgraded instead	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations would be required to accommodate the changing demands on the network.	X			
9-8.57	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are	X			

	carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the Environmental Statement (ES). In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual amenity. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13).				

		The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.				
9-8.58	Suggest that the Project should run in closer to / parallel to the existing overhead lines	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the			X	

		overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.				
9-8.59	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting	X			

	presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km				

		section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.				
9-8.60	Suggest that underground cables are used in populated / residential areas	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact		X	X	

		Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at all populated or residential areas in this section would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-8.61	Suggest that Pylons TB215 and TB216 are relocated to mitigate impact on residents (e.g. views, property value and health)	National Grid notes the respondent's feedback and the potential for close paralleling the existing 132 kV overhead line to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features adjacent to the existing overhead line that mean that overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. In particular we identified a particularly constrained location along Billericay Road around the Herongate Wood Woodland Cemetery. The alignment of the existing 132 kV overhead line passes between residential properties where, even if the 132 kV overhead line was replaced by underground cable, we consider there to be insufficient space for the larger scale infrastructure associated with the 400 kV overhead line. An alternative route offset from the 132 kV overhead line to the east was also considered. However, whilst the Herongate Wood Woodland Cemetery appears to provide space for an overhead line to its western edge, routeing is constrained by a gas pipeline and would need to pass over (with a pylon within) the Woodland Cemetery (inconsistent with			X	

		Holford Rule 2) or pass over a residential property and were therefore considered inconsistent with National Grid's duties and relevant planning policy. We have undertaken an Environmental Impact Assessment (EIA) which has assessed the impact of the Project and recommended mitigation where required. TB215 and TB216 (now TB218 and TB219) have been moved slightly to the east away from Botney Hill, going someway in reducing effects to properties.				
9-8.62	Suggestion that the Project should use the current pylons in place at Billericay instead	The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network, upgrading the conductor currently fitted to the circuit to the east of Billericay would provide only a small uplift in capacity. As a result, new lines and substations would be required to accommodate the changing demands on the network. The existing overhead lines cannot be further adapted safely and securely to enable them to carry more power or additional conductors (wires) added to take the amount of power being proposed in East Anglia.	X		X	
9-8.63	Criticism that the haul road between Pylons TB196 and TB197 takes a significant detour away from the pylon line impacting respondents land / Suggest that the haul road is moved to be adjacent to the pylon route (as per the approach taken elsewhere)	National Grid has considered the feedback regarding the haul road between TB196 and TB197 (now TB199 and TB200) and the impacts on the respondent's land. It is not possible to route the haul road directly adjacent to the alignment in this location due to the presence of a gas pipeline and the requirement to maintain the space around TB197 for stringing of the overhead line, we have moved the haul road as close to the alignment as possible.			X	
9-8.64	Suggest that the Project uses underground cables at the Wid Valley (to mitigate environmental impact)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing			X	

	consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Wid Valley would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

9-8.65	Suggest the Project is relocated between Pylons TB185 and TB187 (e.g. to mitigate impact on the environment, communities, heritage, residents, and traffic safety)	National Grid has considered the feedback to move TB185 to TB187 (now TB187-TB189) by assessing a change to the alignment to the east, towards Church Lane. However, moving the alignment further east would mean that the overhead line would be closer to the church and woodland, but further from residential properties. The presence of ancient woodland between TB181 to TB183 (now TB183-TB185) restricts routeing to both the east and west and the alignment is currently approximately midway between properties. Therefore, we have not made a change to the alignment in this location.		X		
9-8.66	Criticism that Pylons TB213 and TB214 will impact views from Grade II listed building / Suggest that Pylon TB213 and / or TB214 are relocated away from residential area	National Grid, through the routing and siting exercise, has sought to reduce the impact on the historic environment, including grade II listed buildings in this area. All listed buildings within 2 km of the Order Limits are considered in the Historic Environment assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the ES. The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. The assessment of Sudbury's Farmhouse concludes a significant effect during construction and a not significant effect during operation. The assessment of Botney Hill Farmhouse concludes a significant effect		X		

		during construction and operation. No additional mitigation measures are proposed as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				
9-8.67	Suggest that Pylons TB200 to TB203 are relocated west onto unproductive scrub land and horse grazing pasture to mitigate impact on arable land (also Pylons TB200 and TB201 are located on a location that has been identified for a new solar farm)	Following consideration of feedback to the statutory consultation National Grid has reviewed alternative route alignments to respond to the requested changes. In this area the route alignment is restricted to passing to the east or west of the Treatment Works and adjacent ancient woodland. Alternative routes to the west would lead to greater heritage effects on the Grade I Listed St Giles Church compared with the 2024 preferred draft alignment and be less consistent with Holford Rule 2. A summary of the Holford Rules is provided within Appendix I22 of this report. Moving the pylons to the west to be out of the arable fields would require two larger changes of direction in order for TB202 (now TB205) to be positioned around 350 m to the west. This creates additional construction risk because of the proximity of an ancient woodland restricting the space for stringing conductors and is less consistent with Holford Rule 3 by increasing the length of the overhead line and the number and scale of direction change of angle pylons. For these reasons National Grid considers the 2024 preferred draft alignment remains the preferred route. The position of TB200 and TB201 (now TB203 and TB204) have been modified to reduce the potential effect on the proposed solar farm. TB200 has been positioned on a boundary between panel areas and TB201 moved to the corner of a field. Existing utilities and the constraints over crossing angle at the railway restrict further reduction.			X	X
9-8.68	Suggest that the Project between Ingatestone and Havering's Grove is relocated further west to run alongside existing overhead lines	National Grid notes the potential for close paralleling the existing 132 kV overhead line to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features adjacent to the existing overhead line that mean that overall, we	X		X	

		consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. In particular we identified a particularly constrained location along Billericay Road around the Herongate Wood Woodland Cemetery. The alignment of the existing 132 kV overhead line passes between residential properties where, even if the 132 kV overhead line was replaced by underground cable, we consider there to be insufficient space for the larger scale infrastructure associated with the 400 kV overhead line. An alternative route offset from the 132 kV overhead line to the east was also considered. However, whilst the Herongate Wood Woodland Cemetery appears to provide space for an overhead line to its western edge, routeing is constrained by a gas pipeline and would need to pass over (with a pylon within) the Woodland Cemetery (inconsistent with Holford Rule 2) or pass over a residential property and were therefore considered inconsistent with National Grid's duties and relevant planning policy. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this has identified any need for additional mitigation.				
9-8.69	Suggest that the Project at the A129 should run alongside the empty fields, away from the residential area of Havering's Grove	National Grid notes the preference for moving the alignment further from Havering's Grove. We have considered several alternatives in this area to move the alignment further west. We are proposing to underground part of the 132 kV overhead line in this area which therefore facilitates the change to the alignment slightly further to the west.			X	X
9-8.70	Suggest that Pylon TB206 is moved or screened / disguised	National Grid has considered several alternatives in this area to move the alignment further west. We are now proposing to underground part of the 132 kV overhead line in this area which therefore facilitates the			X	X

		proposed change to the alignment slightly further to the west, which has then resulted in TB206 (now TB209) moving approximately 170 m further west.				
9-8.71	Suggest that the Project is rerouted at Pylons TB206, TB207 and TB208 to the west of Creasey's Farm (e.g. to minimise impact on wildlife, avoid archaeological works and a major gas main, and reduce impact on residents in Havering's Grove and Tally Ho Drive whilst not impacting residents to the west of Hutton)	National Grid notes the preference for moving the alignment further from Havering's Grove. We have considered several alternatives in this area to move the alignment further west. We are proposing to underground part of the 132 kV overhead line in this area which therefore facilitates a proposed change to the alignment slightly further to the west closer to Creasey's Farm (between TB205 and TB209) (now TB208 and TB212). A move further to the west beyond Creasey's Farm is constrained to the south by the absence of a route past Herongate Wood Woodland Cemetery. As such the connection would have to revert to the 2024 preferred draft alignment around TB209 (now TB212). Such a route would be less direct, with additional and larger changes of direction and less consistent with the Holford Rules and was therefore less preferred. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	X
9-8.72	Suggest that underground cables are used for the Project through Brentwood	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also			X	

		consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project through Brentwood meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-8.73	Suggest the Project is rerouted to cross the A1245 at Rawreth and follow the A130, avoiding Bowers Gifford (map provided by respondent)	Alternative corridors on the East Anglia Connection Node (EACN) substation to Tilbury section of the Project have been considered and found less preferred as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) and Design Development Report's published in the 2022, 2023 and 2024 consultations which can be found on the Project website. In the absence of new information or new factors being identified those conclusions are unchanged. In some locations we do not consider there to be the necessary space for a new 400 kV connection and more generally effects transfer to other receptors.			X	

		In the case of ecology, effects would increase because the Project would be closer to a Special Protection Area (SPA).				
9-8.74	Suggest that Pylons TB251, TB252 and TB253 are relocated away from residential properties with the Project rerouted to follow the existing pylons which are set further back in the fields (e.g. to mitigate impact on residents, views and property value)	National Grid has considered feedback suggesting rerouting the alignment further to the west away from properties and closer to the existing 132 kV overhead line. Overall, the alternative is less preferred because of the increased effects on heritage assets and additional technical complexity as the alternative would require two additional crossings of the gas pipeline and has therefore not been taken forward.			X	
9-8.75	Suggest that the Project is rerouted between Pylons TB199 and TB206 near the River Wid / Little Cowbridge Wood / Little Burstead (e.g. to mitigate impact on environment, wildlife, footpaths, woodland and people)	National Grid has considered alternative routes in this area within the constraints, environmental features and residential properties that are present including the sewage treatment works, listed buildings including Grade I heritage assets at Ingatestone Hall and St Giles Church Mountnessing and ancient woodland. The rationale for the alignment was set out in the 2024 Design Development Report, which can be found on the Project website, and was developed to reduce the impact on environment, wildlife, footpaths, woodland and people. For example pylon moved adjacent to Buttsbury Church in response to views from Public Rights of Way (PRoW) near Ingatestone Hall. In the absence of new information or new factors being identified those conclusions remain valid and the general alignment unchanged subject to small modifications to individual pylon positioning.	X		X	
9-8.76	Suggest that Pylons TB199 and TB200 and their maintenance corridor are relocated as currently they pass through a floodplain and an environmental biodiversity rich area that has many scattered and mainly standalone veteran oak trees	TB200 (now TB203) is located outside of Flood Zones 3 and 2 and therefore is not at risk of flooding in the 0.1% (1 in 1000) chance flood event. TB199 (now TB202) has been located on the outer edge of Flood Zone 3 and compensation for the very small loss of floodplain storage associated with the footprint of the pylon would be provided, as detailed in the Flood Risk Assessment (FRA) (document reference 7.9).	X		X	

		Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) of the Environmental Statement (ES), details mitigation for working near to trees and includes veteran trees in the assessment.				
9-8.77	Suggest that the Project is rerouted between Pylons TB73 and TB80 to mitigate impact on views and to stop the Project from having a significant negative impact on the Coggeshall Neighbourhood Plan, Local Planning Policy and the core Green Buffer policy	The previously published Corridor and Preliminary Routeing and Siting Study (CPRSS) (2022) and the 2023 and 2024 Design Development Reports (which can be found on the Project website) set out the reasons for preferring this general route over alternatives and in the absence of new information or further factors consider these to remain valid. National Grid has modified the alignment in this location between TB70 and TB79 (now TB70 and TB81) in response to feedback to reduce effects on general amenity of residents and reduce socio-economic effects. Distances to residential properties around TB72 have been increased from around 150 m to around 300 m and at TB77 the alignment has been re-routed to the rear of properties and removed from what was advised as a principal view. We do not consider that 400 kV overhead lines are inconsistent with the principles of the Green Buffer policy nor with the aims of the neighbourhood plan to prevent coalescence of villages.	X		X	X
9-8.78	Suggest that underground cables are used for the Project between the A12 and the A129	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the	X			

		setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between the A12 and the A129 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-8.79	Suggest that the Project is routed east of Chelmsford, following the A130 and A13 corridor (e.g. to make use of existing pylons and mitigate impact on leisure)	In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report published as part of the 2023 non-statutory and statutory consultations which can be found on the Project website and the 2025 Design Development Report (document reference 5.15), National Grid sets out the challenges associated with routeing to the east of Chelmsford parallel to the existing 400 kV overhead	X			

		line. Whilst noting the respondent's preference, no new information or further factors have been provided or been identified to reduce the greater effects or address the constraints to routeing. As such the eastern alignment remains less preferred and no change is proposed.				
9-8.80	Suggest that underground cables are used for the Project between Billericay and Brentwood	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has	X			

		been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Billericay and Brentwood would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-8.81	Suggest that underground cables are used for the Project west of Laindon and Langdon Hills	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the			X	

		overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project west of Laindon and Langdon Hills would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-8.82	Suggest the Project is routed further west in this section	National Grid notes the respondent's preference but in the absence of new information or further factors having been provided or been identified to reduce the greater effects or address the constraints to routeing we consider these alternatives to be less preferred. The reasons vary throughout the section but include greater effects on ancient woodland, greater effects on residential amenity by closer proximity amongst others. These reasons are set out in various previously published material including the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) and the 2023 and 2024 Design Development Reports (available on the Project website). No change is therefore proposed.			X	
9-8.83	Suggest that the Project is rerouted to be further west of Horndon-on-the-Hill making use of farmland instead, or that underground cables are used (e.g. to mitigate impact on the historic village and on the three listed cottages in Pump Street)	Diverting the overhead line into open farmland to the west is constrained in respect of onward routeing to both the north and south. To the north, Thurrock airfield necessitates the alignment being routed to the east of the existing 132 kV overhead line. To the south, routeing into farmland is constrained by a need to cross the A13 around the position of TB254. Deviation within			X	

	these restrictions would lead to an alignment that is less direct with additional crossings of the existing 132 kV overhead line and as such would be less consistent with Holford Rule 3 and less economic. A summary of the Holford Rules is provided within Appendix I22 of this report. Some reduction of effects to some residential properties is offset by the alignment moving closer to others with the same for other environmental features. We have previously considered routeing to the west near Cholley's Farm. This would reduce effects to listed buildings on Pump Street but transfer them to other listed buildings including similarly graded Cholley's and Saffron Gardens. No change is therefore proposed. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts				

		(such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Horndon-on-the-Hill would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-8.84	Suggest that the Project is rerouted 1 km further west (past the high pressure gas pipeline) to mitigate impact on Dunton and listed buildings	The presence of ancient woodland and the now approved Dunton Hills Garden Village proposals mean that there is no available corridor to allow modification of the route in the manner suggested. The effects on Dunton and the listed buildings are reported in the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11) supporting the Development Consent Order (DCO) application.			X	
9-8.85	Criticism that National Grid's decision to position the Project to avoid the site of the anticipated Dunton Hills Garden Village (DHGV) has maximised the environmental impact on Dunton / Suggest that the Project is rerouted alongside the existing north to south overhead lines which are already located at the DHGV site	National Grid has to take into account the potential effect of its proposals when developing the route alignment. In this location we have to work within the context of the planning status of projects and in this case take account of the fact that planning consent has been granted. Adopting the 132 kV alignment (north to south) would interact far more extensively with the proposals than is proposed by the route through the Garden Village being within the safety zone around the gas pipeline. Even if that were not the case, the presence of ancient woodland to the north of the site			X	

		and other factors, would position the 400 kV route further to the east requiring more angles and a less direct route which would be less consistent with Holford Rule 3. A summary of the Holford Rules is provided within Appendix I22 of this report. Overall, the alignment, subject to localised modification, remains preferred over the adoption of the 132 kV alignment. The residual effects on Dunton and the listed buildings are reported in the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11) supporting the Development Consent Order (DCO) application.				
9-8.86	Suggest that National Grid reroute the Project between Pylons TB218 and TB234, so that as it enters the Dunton area from the North, would run along the perimeter of and to the west of the Crouch Solar Farm. It would then join the existing north / south power line and run parallel to, and to the west of, the existing line for its entire route through the Dunton area (detailed proposal including maps sent to National Grid on 17th November 2023)	Development of the Project design balances a range of different factors with the majority being factors to consider as part of a balanced decision. In this location National Grid has to work within the context of the planning status of projects and in this case take account of the fact that planning consent has been granted for the Dunton Hills Garden Village proposals. Adopting the 132 kV alignment (north to south) would interact far more extensively with the housing proposals than is proposed by the route through the Garden Village being within the safety zone around the gas pipeline. Further south, positioning to the west of the 132 kV line would require additional crossing or the replacement of 132 kV overhead lines by underground cable to move the alignment to the west. Ultimately the 400 kV alignment needs to then return to the east to cross the A13 and connect into the proposed Tilbury north substation. An alignment further to the west requires more angles and is a less direct route which would be less consistent with Holford Rule 3. A summary of the Holford Rules is provided within Appendix I22 of this report. It is also notable that the effects arising from the alignment are not considered to be inconsistent with planning policy albeit for some individual features and from some perspectives (e.g. occupants of residential property at Chadville) may be		X	X	

		considered lower if the 400 kV overhead line was further west. The change incurs additional cost to cross or underground the 132 kV infrastructure (over several additional km to the west of Blind Lane through to Dunton Hills area) and is therefore a less economic and efficient solution. Therefore, the alignment, subject to localised modification, remains preferred over the adoption of an alignment following or routed to the west of the existing 132 kV alignment. The residual effects in the area around Dunton are reported in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) supporting the Development Consent Order (DCO) application.				
9-8.87	Suggest that the Project uses underground cables and follows the A12 trunk road for the majority of the route to mitigate the impact of flooding at the area around Buttsbury (e.g. the area towards Haverings Grove floods every year which would make any maintenance impossible during the weeks it usually floods)	There could be potential benefits from infrastructure being concentrated geographically, i.e. by routeing the Project in close proximity to existing road infrastructure. However, there are constraints and features that mean that National Grid does not consider close paralleling existing roads such as the A12 would reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. Several residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant			X	

	with the Holford Rules than those that are associated with a new route alignment. A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project which has informed the Environmental Impact Assessment (EIA) and that has identified the mitigation measures where necessary. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A				

		Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at locations throughout Basildon and Brentwood would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-8.88	Suggest the Project is routed further west near Basildon and Laindon (e.g. away from built up area)	National Grid notes the respondent's preference but in the absence of new evidence or new information, we consider these alternatives to be less preferred for the reasons set out in various previously published material including the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) and the 2023 and 2024 Design Development Reports (available on the Project website). Depending on the design, such routes would increase effects such as on Thurrock airfield and ancient woodland. No change is therefore proposed.			X	
9-8.89	Suggest that the Project does not use respondent's private lane near Pylon TB192, and that Pylons TB192 to TB194 are relocated away from respondents' property	The access proposed at TB192 (now TB195) is for future survey and maintenance access only and would not be used for construction purposes for the Project. National Grid has considered the feedback to move TB192 to TB194 (now TB195 to 197) away from the respondent's property, however alternatives would be longer, would transfer effects to other properties or would increase heritage impacts, therefore we have not proposed a change to the alignment in this area.			X	
9-8.90	Oppose the change to the Project route at Blind Lane compared to the 2023 draft alignment / Suggest that the 2023 draft alignment at Blind Lane is used instead (e.g. to be further away from residential properties), given that National Grid has	Having reviewed the feedback, it is unclear to National Grid which residential property the change between TB207 and TB210 (now TB210 and TB213) has actually moved closer to. There may have been a misunderstanding that the western edge of the previous	X		X	X

	not yet reached a conclusion as to whether the cumulative effects on residential amenity, to the residential properties at and on the road to Bushwood Farm, of a 400 kV overhead line to one side and the 132 kV overhead line to the rear necessitate consideration of any additional mitigation (potentially including replacement of the 132 kV overhead line by underground cable) (as per paragraph 5.4.207 of the Design Development Report)	2022 consultation corridor (marked in red within the 2024 Design Development Report) was the alignment but that is not the case. The alignment was marked in blue on the 2024 Design Development Report Figure 5.32 (available on the Project website). On the broader point we have responded to feedback and are taking forward the design based on replacing a section of 132 kV lattice pylon by underground cable from the north-west of Bushwood Farm to the south of Creasey's Farm to reduce cumulative and community effects. This also allows for repositioning of the 400 kV pylons and movement of the angle pylon generally further from residential properties to reduce overall visual effects. Properties along Blind Lane benefit from the presence of trees and woodland filtering views to the extent that we do not consider effects arising from the existing 132 kV to the west and the 400 kV alignment to the east to require further undergrounding of the 132 kV infrastructure.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
9-8.91	Suggest that underground cables are used for the Project at Blind Lane	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Blind Lane would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-8.92	Suggest that underground cables should be used as the Project passes Dunton	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Dunton would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
9-8.93	Suggest that the overhead lines and haul road are relocated further to the left at Arterial Road, Dunton to mitigate impact on respondents' property (e.g. to avoid encroaching on respondent's garden)	National Grid has considered the respondent's feedback and we have assessed alternative alignments in this area. We have shifted the alignment as far west as possible while still maintaining an appropriate crossing of the road and not encroaching on woodland to the west including Friern Manor Wood Ancient Woodland. The haul road does not cross through the respondent's garden as we are not proposing to cross South Arterial Road with the haul road. There may be temporary works within the respondent's land to facilitate scaffolding for when the overhead line cables are strung.			X	X
9-8.94	Request for National Grid to clarify whether the 'Proposed UK Power Networks (UKPN) cable construction swathe' is intended to provide an alternative underground cable route for the overhead lines being removed in the area (e.g. associated with overhead lines removed with the dismantling of Pylons PSC8, PSC9, PSC10 and PSC11) / If this is the case, then request that measures (and the route) of the underground cable should be such that it does not obstruct the proper and comprehensive planning of the area	National Grid has considered a wide range of alternatives in this location as presented in the 2023 and 2024 Design Development Reports (available on the Project website). The main constraints to routeing, over and above various residential properties, are the Grade I Listed St Giles Church, extensive areas of ancient woodland around the north and west of the sewage treatment works, the sewage treatment work and a network of gas pipelines. Taken together with finding an appropriate crossing point over the railway we conclude that other alternatives are less preferred, and we consider the alignment to be an appropriate basis to progress the Project.			X	
9-8.95	The Project is located on the existing floodplain of the River Wid which already has serious issues with flooding on a regular basis / Suggest that National	National Grid has considered alternative routes in this area within the constraints, environmental features and residential properties that are present including the		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
	Grid reconsiders the siting of Pylons TB198, TB199, and TB200 due to the instability of the locations and the damage that the Project could cause to the river and its ecosystems / Concern about the impact of Pylon TB199 and adjacent pylons on flooding of the River Wid	sewage treatment works, listed buildings including Grade I listed heritage assets at Ingatestone Hall and St Giles Church Mountnessing and ancient woodland. The rationale for the alignment was set out in the 2024 Design Development Report (available on the Project website) and in the absence of new information or new factors being identified, those conclusions remain valid and the general alignment unchanged subject to small modifications to individual pylon positioning. Proposed infrastructure has either been positioned outside Flood Zones or can be designed in a way that would be resilient to risk of damage from flooding and designed so as not to exacerbate flood risk nor cause damage to the river and its ecosystem. A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project which has informed the Environmental Impact Assessment (EIA) and that has identified the mitigation measures necessary to prevent the Project from increasing fluvial flood risk.				
9-8.96	Suggest that the Project is routed away from respondent's land / farm at Pylons TB239, TB240 and TB241, along one of the three alternative routes (plan provided by respondent): either with the Project taking a direct route between Pylons TB236 and TB243; with the Project taking a direct route between Pylons TB238 and TB243; or, with the Project taking a direct route between Pylons TB239 and TB243, and suggest that pylons should be located at field boundaries and with respect to	As a result of considering this feedback along with feedback around flight activity, we have made a change to the alignment that adopts the suggestion of straightening between TB236 and TB243 (now TB237-TB244), albeit the change is made from closer to what was referred to as TB235. The change has therefore been taken forward.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
	the current access point between the respondents' properties, with an appropriate pylon height (e.g. to mitigate visual impact). Alternatively, suggest the use of underground cables at Pylons TB239, TB240 and TB241					
9-8.97	Suggest the use of underground cables at Chase Farm Airstrip, or alternatively, if use of underground cables at this location is not feasible, suggest that the Project is rerouted further west at this location (e.g. to mitigate impact on Chase Farm Airstrip)	The relevant planning policy guiding on technology selection is National Planning Statement (NPS) EN-5 which has a clear presumption for the use of overhead line at this location which has no landscape designation. National Grid has also considered alternative alignments to the west, but these are constrained by the location of ancient woodland, the presence of residential properties and the Park Solar Farm which would require some removal of panels. The constraints restrict the movement of the pylon much further west, but even then would not allow for sufficient clearance to be achieved to allow continued flight activity. There is the potential for flight activity to continue but it would require a slight re-orientation of the runway. National Grid is in discussion with the airfield operator to agree the appropriate course of action. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
9-8.98	Suggest that Pylon TB226 should be relocated to the east of the existing gas pipe (e.g. to prevent crossing the gas pipe twice; to mitigate impact on Dunton Hills Garden Village (DHGV))	Pylon TB226 (now TB229) was positioned to the west of the gas pipeline to respond to the presence of listed buildings to the east. It was also located based on information from the developer to avoid direct impact on development areas from pylon base or oversail by conductors. Given the limited effect on Dunton Hills Garden Village (DHGV) we do not consider that there is a basis to justify a move of the pylon to the east with the additional effects this would lead to on residential amenity and on the listed buildings. Positioning to the east of the gas pipeline would position the alignment at around 60 m to the centreline with potential oversail of gardens and this is less preferred. No change is therefore proposed.			X	
9-8.99	Suggest that the Project is rerouted between TB206 and TB211 (e.g. to follow a more direct route; plan provided by respondent) with pylons relocated to field boundaries (e.g. to mitigate impact on farming)	National Grid notes the respondent's feedback. The proposed alternative would reduce the number of pylons. In some cases the desired positioning of pylons would lead to excessive span lengths and taken as a whole it is not possible to support such a sequence of relatively long span lengths as it would not meet technical standards. Additionally, this change would reverse a change made after receiving previous feedback and would increase effects to a residential property replacing the nearest pylon with an angle pylon compared with a suspension pylon that is less visually intrusive. National Grid also considered other routes in this area further to the east between TB200 and TB211, but these route much closer to a greater number of residential properties and are considered			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		less consistent with Holford Rule supplementary notes. No change is therefore proposed.				
9-8.100	Suggest that the Project should follow more built up areas, and follow the M25 more closely	The 2022 Corridor and Preliminary Routing and Siting Study (CPRSS) along with the 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Strategic Options and Backcheck Review (SOBR) (document reference 7.17) have considered alternative connection routeing. This included alternative corridors further to the west that might have followed the M25 more closely. These alternatives, reported in the CPRSS, are considered to transfer effects to other receptors and be less economic and efficient, and they were not taken forward. In the absence of new evidence or further information or factors, no change is proposed.			X	
9-8.101	Suggest that the Project is routed further to the west over open farmland away from Billericay Marshes / Suggest that Pylon TB199 is relocated further west away from Billericay Marshes (including the need to widen approach roads and clearing areas to facilitate construction), with Pylon TB199 located on farmland between Grade I Listed Building and Billericay Marshes (with construction area also located away from Billericay Marshes)	National Grid has considered various alternative alignments to position pylon TB199 (now TB202) to the west for example in the 2024 Design Development Report (available on the Project website) from paragraph 5.4.201. Those to the west were less preferred as a result of various combinations of effects including increased effects on the setting of the Grade I Listed St Giles Church, effects on ancient woodland, oversail of third party infrastructure assets. In the absence of new evidence nor the identification of further factors the previous conclusions remain valid and no change is proposed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
9-8.102	Suggest the use of underground cables for the Project between the area slightly north of Buttsbury and Little Burstead	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between north of Buttsbury and Little Burstead would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-8.103	Suggest that Pylon TB199 is relocated by a few metres so that it is not located in respondent's field and the pylon base will all be located within one field. With this, oppose relocation of Pylon TB199 to within respondent's field (e.g. due to impact on wildlife)	National Grid notes the respondent's feedback. TB199 (now TB202) has been moved north to be within one field as requested.			X	
9-8.104	Suggest that the Project is rerouted from Pylon TB204 to pass Clapgate Wood on the right, and then continue between the unnamed wood on the left and past Widwood on the right, with a pylon located around Widwood (so that the Project is located approximately 300 metres from St. Giles Church), and that the Project is then routed across	National Grid has considered various alternative alignments to position pylon TB204 to the west for example in the 2024 Design Development Report (available on the Project website) from paragraph 5.4.201. Those to the west including consideration of the alternative identified by the respondent were less preferred as a result of various combinations of effects			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
	the field, away from St. Giles Church, to Pylon TB196 (e.g. so that the Project is routed all across open arable fields on a more direct route, to mitigate impact on residences and allow for quicker and cheaper construction; as the Project could be routed this close to St Giles Church as this has been done at another Grade II listed building, St, Marys Church Buttsbury, near Pylon TB190)	including increased effects on the setting of the Grade I listed St Giles Church, effects on ancient woodland and oversail of third party infrastructure assets. In the absence of new evidence nor the identification of further factors the previous conclusions remain valid and no change is proposed. The assessment of effects on the two churches respond to their specific setting with for example Buttsbury Church being connected to views to the valley to the west, whereas St Giles Church has a more isolated position.				
9-8.105	Concern that Pylons TB199 and TB200 are sited directly in the area of Billercay Marshes and that Pylon TB199 is located very close to the River Wid, and that a pylon placed in this area will exasperate flooding issues and lead to contamination due to the concrete footings / Suggest that the field between the marshes and St Giles Church which does not have the same wildlife or amenity value for local people and is currently used for growing crops is used for these pylons instead	National Grid has considered alternative routes in this area including the suggestion to move the alignment between the marshes and St Giles Church. There are multiple constraints to routeing in this area including, environmental features and residential properties that are present including the sewage treatment works, listed buildings including Grade I listed heritage assets at Ingatestone Hall and St Giles Church Mountnessing and ancient woodland. The rationale for the alignment was set out in the 2024 Design Development Report (available on the Project website) and in the absence of new information or new factors being identified, those conclusions remain valid and the general alignment unchanged subject to small modifications to individual pylon positioning. Proposed infrastructure has either been positioned outside Flood Zones or can be designed in a way that would be resilient to risk of damage from flooding and designed so as not to exacerbate flood risk nor cause damage to the river			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		and its ecosystem. A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared for the Project which has informed the Environmental Impact Assessment (EIA) that has identified the mitigation measures necessary to prevent the Project from increasing fluvial flood risk. The pylon foundation type and design is based on ground investigation and risk assessments undertaken, to inform the detailed design of the Project, which includes what type of concrete that would be used. In addition, a Foundation Works Risk Assessment will be undertaken, in accordance with commitment GH02 of the Outline Code of Construction Practice (CoCP) (document reference 7.2) where piled foundations are required, such as at pylon bases, which would assess (amongst other scenarios) the potential for contamination of groundwater and subsequently surface waters by turbidity, drilling support fluids, concrete, cement paste or grout. Appendix C: Outline Soil Resource Plan of the Code of Construction Practice (CoCP) (document reference 7.2) details soil handling during construction in line with good practice measures, to ensure the protection of soil resources associated with the marshes.				
9-8.106	Suggest that Pylon TB190 is relocated away from St Marys Church at Buttsbury	National Grid has carefully considered the position of this pylon relative to the church, adjacent residential properties and views from Public Rights of Way (PRoW) near Ingatestone Hall. We have introduced an			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		additional pylon to allow pylon heights to be reduced somewhat; allow the repositioning of pylons to avoid TB190 appearing immediately behind the church from the PRoW to the west; whilst carefully positioning pylons to reduce effects on residential amenity which includes a slight realignment to the west closer to the church to the benefit of increased separation of the alignment from the nearest residential properties.				
9-8.107	Suggest the use of underground cables for the Project at Dunton Hills Garden Village (e.g. to mitigate impact on development)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and			X	

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		2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Dunton Hills Garden Village would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-8.108	Suggest that the use of underground cables for the Project should start north of the A12 near Pylon TB183, then run under the A12 and parallel to the B1002, and then under the Greater Anglia railway line (e.g. to mitigate impact on landscape and listed properties), with underground cables installed via	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
	the boring of tunnels rather than trenching (e.g. to mitigate impact on traffic using the A12). With this, suggest the use of underground cables for the Project is continued south of the railway line, with tunnelling under the River Wid (in two locations), Stock Brook and the stream that feeds into the Wid (at grid reference TQ654961), if the Project were to follow the currently proposed route with the use of underground cables until Pylon TB201. For the remainder of this section of the Project, suggest that underground cables should be constructed via trenching (with disruption to residents and farmers minimised)	and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse				

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		effects (in environmental impact terms), we do not consider the Project from south of the A12 onwards *would* meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-8.109	Suggest that the Project is rerouted further west between Pylons TB223 and TB225 to avoid going across lake near Duke Farm	National Grid notes the respondent's feedback and has considered the route requested. The alternative route further to the west would impact a greater area of proposed development at Dunton Hills Garden Village. We have undertaken an Environmental Impact Assessment (EIA) which includes an assessment of access to recreation business in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15) and a significant adverse effect has been identified. National Grid will continue to engage with the landowner with regards to the lake.	X		X	
9-8.110	Suggest that the section of the Project to the east of Buttsbury Church is rerouted to follow a more direct route in the valley to the west (e.g. to mitigate impact on views and risk to flights from Napps Field)	National Grid has confirmed with the landowners that Napps Field Airstrip has not been used for the last few years and they have no plans to restart flights, so this is not a factor in decision making. National Grid has considered alternative routes in this area within the constraints, environmental features and residential properties that are present including the sewage treatment works, listed buildings including Grade I	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		listed heritage assets at Ingatestone Hall and St Giles Church Mountnessing and ancient woodland. The rationale for the alignment was set out in the 2024 Design Development Report (available on the Project website) and in the absence of new information or new factors being identified, those conclusions remain valid and the general alignment unchanged subject to small modifications to individual pylon positioning. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
9-8.111	Concern about impact of Pylons TB224 to TB245 on Dunton Hills Garden Village (DHGV), Langdon Hills, Plotlands Avenue (Pylon TB231), golf courses, wedding venues, businesses including Friern Manor, and St Luke's Hospital	A number of changes have been made in response to feedback and careful consideration given to the potential socio-economic effects of the Project amongst other factors influencing routeing. For example at Dunton Hills Garden Village (DHGV) routeing the alignment within the corridor provided by a gas pipeline and its safety zone, along with detailed design, has avoided direct effects on the development and has the potential to reduce residual effects. Langdon Hills is not directly affected, and a further change has been made moving the alignment further from the edge of the golf course. Direct effects on other locations have been avoided where possible or minimised through careful siting.	X		X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
9-8.112	Suggest that the Project is rerouted further west between Pylons TB221 and TB224, and suggest that the strategic open space on the eastern edge of Dunton Hills Garden Village (DHGV) in Brentwood Council's area could accommodate the Project without the use of additional land in either Brentwood or Basildon	National Grid notes the respondent's feedback and has reviewed alternative alignments in this area as set out in the 2023, and 2024 Design Development Reports (available on the Project website), and the 2025 Design Development Report (document reference 5.15). The alignment has been positioned to route within a safety zone around the high pressure gas pipeline that runs north/south through this area to the east of the Dunton Hills Garden Village. To the north, existing woodland (including ancient woodland) is present close to the pipeline. The route we are proposing to the east of the pipeline avoids effects on the woodland and is more consistent with Holford Rule 2. It also does not directly overlap with areas likely to be developed due to the safety zone around the pipeline. The alignment is routed as straight as possible but must cross the pipeline to reduce effects at residential properties and on listed buildings to the east of TB226. The alignment does this without reducing the development areas which have planning consent in the Dunton Hills Garden Village development. To achieve the change suggested would directly affect parts of the approved development and is therefore less preferred and hasn't been taken forward.	X		X	
9-8.113	Suggest that underground cables are used for the Project from Pylon TB261 to north of the A13	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an				

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		overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project from TB261 to north of the A13 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-8.114	Suggest that National Grid use the current access point off Buckingham Road (next to Stanford Road) for the Project, but request that access is shared with respondent to ensure that agricultural machinery can still reach the rest of the field (e.g. to enable the haul road to be positioned closer to the boundary, reducing the land area taken and saving National Grid the expense of installing a new entrance). However, if a new entrance is necessary for the Project, request that National Grid obtain planning permission to retain existing entrance for future use, and suggest that the haul road is retained if it is positioned close to the headland (plan provided by respondent)	National Grid has reviewed this location as part of the design development following consultation. The use of the existing access point on the junction of Buckingham Hill Road and Stanford Road has been discounted due to the safety impacts of siting a construction access on an existing junction. The permanent retention of any temporary alterations to the public highway networks to facilitate the construction of the Project are subject to agreement with the Local Highway Authority and/or National Highways. During construction, these alterations would typically operate under traffic management, and therefore to keep the alterations permanently once traffic management is removed may result in these not being acceptable to the responsible authorities.			X	
9-8.115	Suggest that the Project is rerouted to follow existing tree line at Pylons TB220 and TB221 (plan provided by respondent) (e.g. to mitigate impact on residence)	Routeing in this location is constrained by numerous features as well as homes. The presence of a gas pipeline provides some limitation as do other residential properties and the presence of areas of woodland,			X	

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		which include some areas classified as ancient woodland. Having identified the residential occupancy of a previously commercial use building, we have repositioned the overhead line as far west as possible (moving it west by 25 m) but without requiring removal of trees or compromising gas pipeline integrity. Pylon positioning previously positioned the property at approximately mid-span and no change is therefore proposed.				
9-8.116	Suggest that Pylon TB205 is relocated as far west as possible (e.g. to mitigate impact on residence and visual impact), and request that guaranteed access is available to respondent's property at all times during construction of the Project	National Grid notes the respondent's feedback. TB205 (now TB208) cannot be moved further west without additional angle pylons which is both less preferred and consistent with the Holford Rules. It would also transfer effects to other residential receptors. A summary of the Holford Rules is provided within Appendix I22 of this report. If consent is obtained, National Grid will discuss access arrangements with the respondent and will ensure that access is available.			X	
9-8.117	Suggest that the construction laydown area for the Project near Pylon TB222, and associated statutory undertaker works, haul roads and site access, crossover points and visibility splays, located to the east of the gas pipeline are relocated to the west of the gas pipeline (in Brentwood Borough Council) on land identified as multifunctional open space or development parcels scheduled to come forward	Routeing and siting in this location is constrained by the presence of a number of features as well as existing and proposed homes. We have engaged with the developer for this land and understand the potential implications for the arrangements proposed in the statutory consultation. We have made a change though still based on access taken from the A127 via the B148 to the east. The alternative access bellmouth positioned slightly to the south is proposed with an			X	X

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	post-2031 at Dunton Hills Garden Village (e.g. to mitigate impact on residential development)	alternative compound area closer to the alignment but to the east of the pipeline. We do not consider that this arrangement would conflict with the development aspirations and it reduces the length of access road required compared with the alternative proposed.				
9-8.118	Suggest that the Project should be routed further away from Billericay between the Wid and St Giles Church through farmers fields (e.g. to mitigate impact on habitats and environment)	The suggestion to route to the west of the River Wid is constrained by the presence of areas of ancient woodland (with similar habitats also present in some of the intervening area) and infrastructure such as the sewage works. This would position the pylons close to Grade I Listed St Giles Church, where effects were considered likely to be at an unacceptable level of harm. As such we have not taken this change forward.			X	
9-8.119	Support that the Project has been rerouted further to the east between the A12 Ingatestone Bypass the A129 Rayleigh Road (e.g. away from the Grade I listed Ingatestone Hall) from the 2023 draft alignment	National Grid notes the respondent's feedback.			X	
9-8.120	Suggest the compound, construction access and easement access near Lower Dunton Road are relocated as follows (plan provided by respondent: - Suggest that the construction compound is relocated nearer to Lower Dunton Road (location hatched blue/shaded pink on the plan provided by respondent); - Suggest that access to the relocated compound is provided through an existing gateway; - Suggest that access to the main works on the	National Grid has been able to accommodate some of these changes to reduce effects on the use of the land subject to certain limitations to ensure highway safety is not compromised. We have moved the compound to the requested position and realigned the haul road to follow the headland route. Access off Lower Dunton Road to the compound is not preferred for highway safety reasons, though the Permanent Right of Access for future maintenance inspections is taken forwards using the existing field gate.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
	alignment should follow the headland route (shown in green on the plan provided by respondent); - Suggest that the east-west construction access is removed (hatched blue on the plan provided by respondent); - Suggest that the proposed long term easement access is removed (edged red on the original NG map; hatched blue on the plan provided by respondent)					
9-8.121	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report (document reference 5.15), published as part of the Development Consent Order (DCO) application.			X	
9-8.122	Suggestion that the Project is routed away from / the Project should not be located at Ingatestone	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ingatestone. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford			X	

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		Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Ingatestone.				
9-8.123	Suggestion that the Project is routed away from / the Project should not be located at Haverings Grove	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Havering's Grove. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Havering's Grove.			X	
9-8.124	Suggestion that the Project is routed away from / the Project should not be located at Ingatestone Hall and Hylands House	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ingatestone Hall and Hylands House In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the			X	

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		Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Ingatestone Hall and Hylands House.				
9-8.125	Suggestion that the Project is routed away from / the Project should not be located at Mountnessing	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Mountnessing. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Mountnessing.			X	
9-8.126	Suggestion that the Project is routed away from / the Project should not be located at Billericay	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Billericay. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford			X	

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		Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Billericay.				
9-8.127	Suggestion that the Project is routed away from / the Project should not be located at Brentwood	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Brentwood. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Brentwood.			X	
9-8.128	Suggestion that the Project is routed away from / the Project should not be located at Crown Hill / Dunton Hill	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Crown Hill and Dunton Hill. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the			X	

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		Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Crown Hill and Dunton Hill.				
9-8.129	Suggestion that the Project is routed away from / the Project should not be located at Edney Common	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Edney Common. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Edney Common.			X	
9-8.130	Suggestion that the Project is routed away from / the Project should not be located at Hutton	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Hutton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Hutton.				
9-8.131	Suggestion that the Project is routed away from / the Project should not be located at Little Burstead	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Little Burstead. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Little Burstead.			X	
9-8.132	Suggestion that the Project is routed away from / the Project should not be located at Dunton Hills Garden Village	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Dunton Hills Garden Village. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Dunton Hills Garden Village.				
9-8.133	Suggestion that the Project is routed away from / the Project should not be located at Horndon	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Horndon. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Horndon.			X	
9-8.134	Suggestion that the Project is routed away from / the Project should not be located at Bulphan	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Bulphan. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Bulphan.				
9-8.135	Suggestion that the Project is routed away from / the Project should not be located at Langdon Hills	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Langdon Hills. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Langdon Hills.			X	
9-8.136	Suggestion that the Project is routed away from / the Project should not be located at Basildon	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Basildon. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Basildon.				
Economic/Employment						
9-8.137	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.			X	
9-8.138	Request that National Grid commission an external consultant to assess the impact (losses and extra costs) of the Project on solar site (near Langdon	National Grid has engaged with the Solar Farm operator to ensure any impact is identified and suitably			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
	Hills; site specified by respondent) both at construction stage and operational stage, and request for compensation accordingly. For the construction stage, suggest that impacts to be evaluated should include increased soiling due to dust generation, extra costs due to additional plant-wide module cleaning(s), maintenance services non-performance due to access restriction to the north portion of the site, increased unavailability due to repair delays caused by access to the north portion of the site. For the operational stage, suggest that impacts to be evaluated should include shadowing due to the pylons and overhead line and accelerated photovoltaic (PV) panel degradation due to hard shadows onto the modules	mitigated and managed through localised siting of pylons to reduce over sail of panels. National grid would compensate solar farm operators / developers in line with the Compensation Code and on submission of a justified / evidenced claim.				
Environmental Impact						
9-8.139	Concern about negative impact of the Project on the Green Belt(s)	To facilitate the Project, it will be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1 - A summary of the Holford Rules is provided within Appendix I22 of this report). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open. The Planning Statement (document reference 5.6), submitted with the application for development consent, includes an assessment of the Project against Green Belt planning policy (as contained in National				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		Policy Statement EN-1 and the National Planning Policy Framework).				
9-8.140	Concern that the Project will impact SSSIs	Through routeing, siting and design development National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). Although there are 22 SSSI within the study area, current proposals avoid the majority of impacts on SSSIs, with no long-term negative impacts anticipated on any SSSIs as a result of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. National Grid will continue to engage with Natural England.	X		X	
9-8.141	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied where practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		necessary mitigation detailed to ensure no significant residual effects. An ancient woodland and veteran tree mitigation strategy is included as part of the Outline Landscape and Ecological Management Plan (see Appendix B of the Outline LEMP (document reference 7.4)). The Outline Landscape and Ecological Management Plan (document reference 7.4) has been developed in consultation with relevant stakeholders including Natural England.				
9-8.142	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Royal Society for the Protection of Birds (RSPB) reserves. Potential direct and indirect impacts on RSPB reserves within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). No RSPB reserves are directly impacted by the Project.	X		X	
9-8.143	Concern that the Project will impact Ramsar site	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Ramsar sites. Although there are 13 Ramsar sites within the study area, current proposals avoid the majority of impacts, with no long-term negative impacts anticipated on any Ramsar site as a result of the Project. Potential direct	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		and indirect impacts on each scoped in Ramsar site has been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and/or Habitats Regulations Assessment (HRA) depending on potential impact pathways. Any necessary mitigation has been detailed within ES Chapter 8: Ecology and Biodiversity (document reference 6.8), Habitats Regulations Assessment Report (document reference 5.3) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) to ensure no significant residual effects, as agreed with Natural England.				
9-8.144	Concern that the Project will result in a negative impact on the environment / countryside generally (no details given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6:	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				

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9-8.145	Suggest that areas other than the AONB should be protected / Criticism that only the AONB has been considered	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect National Landscapes. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for short sections near Fairstead and North Tilbury. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them elsewhere, are not considered to be justifiable in the context of national policy or National Grid's statutory	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		duties, which include the need to be economic and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out potential effects on landscape and visual receptors.				
9-8.146	Concern that the Project will impact conservation area	National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character, visual amenity and the historic environment. A Historic Environment Assessment has been undertaken and is presented in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). Conservation areas within 2 km of the Order Limits are considered in the Historic Environment assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the ES. The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of conservation areas is supported by setting surveys,	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-8.147	Concern that the Project will impact the "Great Eastern Forest" strategic afforestation scheme that is soon to launch	National Grid understands the afforestation scheme provides financial support to encourage people to develop and manage sustainable forests. National Grid would work with those involved with the Great Eastern Forest during the Development Consent Order (DCO) process. National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The Project will prioritise the replanting for individual trees and small groups of individual trees within the Order Limits, although offsite provision may however be required. Details of the onsite tree planting will be provided in accordance with the final Landscape and Ecological Management Plan (LEMP) or the Reinstatement Planting Plan secured in the draft DCO (document reference 3.1).	X		X	
9-8.148	Criticism that the mitigation measures set out in the Preliminary Environmental Information Report (PEIR) have not been considered at the Blind Lane area	The Preliminary Environmental Information Report (PEIR) was a preliminary document that reflected the Project's proposals at the time it was completed.	X		X	

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		A complete Environmental Impact Assessment (EIA) has been carried out and the results are presented in Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) which accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment (including the Blind Lane Local Wildlife Site (LWS)) resulting from the construction and operation of the Project and recommends appropriate mitigation measures to reduce effects. Any likely significant negative effects are avoided, reduced, mitigated or compensated for, following the mitigation hierarchy aligning with Paragraph 5.4.42 of the Overarching National Policy Statement (NPS) for Energy (EN-1) (DESNZ, 2024a). Mitigation measures for the LWS are summarised in the ES, Chapter 8: Ecology and Biodiversity (document reference 6.8) and are also detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-8.149	Concern about the impact of the Project on Parcel 10 of the Green Belt (e.g. as it is sensitive to change)	National Grid has submitted a Planning Statement (document reference 5.6) with its Development Consent Order (DCO) application. The Planning Statement sets out the planning policy context and	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		assesses the Project against policy requirements including an assessment of the overall planning balance and includes an assessment in accordance with Overarching National Policy Statement (NPS) for energy (EN-1) (para 5.11.20) to determine whether the Proposed Development may be inappropriate development within the meaning of Green Belt policy. An assessment of the impact on the Green Belt forms part of the Planning Statement (document reference 5.6) which has been submitted as part of the application for development consent. National Grid understands that the reference to Parcel 10 relates to a Green Belt review undertaken by Basildon in 2017. The Project does route through this parcel between Blind Lane and the settlement of Little Burstead. National Grid does not consider that there is viable alternative alignment available. National Grid considers that the benefits of the Project significantly outweigh any potential harm predicted. As required by Section 104(7) of the Planning Act 2008, the benefits of the Project must be outweighed against any adverse impacts identified in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). The Planning Statement (document reference 5.6) demonstrates that any unavoidable adverse environmental effects which may remain following mitigation are outweighed by the public benefit that would accrue as a result of the Project and, for the purposes of Section 104(7) of the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		Planning Act 2008, that any adverse impacts would not outweigh the benefits of the Project. To connect a new transmission connection into Tilbury Substation it would be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1 as found in Appendix I22 of this report). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open.				
9-8.150	Criticism that information in the Preliminary Environmental Information Report (PEIR) on the impact on the setting of conservation areas is contradictory in parts. On one hand, the PEIR states that the setting of the Little Burstead Conservation Area is vital to the significance of the conservation area and makes a considerable contribution to the value of the conservation area. However, the PEIR then states that the setting only makes a moderate contribution to its value. Given that Little Burstead Conservation Area is only 830m from the Draft Order Limits, together with almost unobstructed views between the Conservation Area and the Project through Section G, the setting of a Conservation Area is of considerable importance and will be negatively affected to a significant extent by the proposed development	Since production of the Preliminary Environmental Information Report (PEIR), ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) has been updated due to the evolution of the Project design and study areas and in response to statutory consultation responses. Every effort has been made to correct inconsistencies. The preliminary assessment presented in the PEIR has been superseded by the assessment in the Environmental Statement (ES). The assessment presented in ES Chapter 11: Historic Environment (document reference 6.11) has concluded a not significant effect to Little Burstead Conservation Area during construction and operation.	X		X	
9-8.151	Criticism that the Preliminary Environmental Information Report (PEIR) contains conflicting	Since production of the Preliminary Environmental Information Report (PEIR), ES Appendix 11.1: Historic			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
	information on the impact on the setting of Hutton Village Conservation Area. The PEIR states that the setting of Hutton Village Conservation Area makes a considerable contribution to the value of the Conservation Area, however, the summary table also in the PEIR states the setting makes a minor contribution to its value. Given there are some pleasing views over fields and green space from the southern end of the conservation area from the Church of All Saints (as noted in the PEIR), and given there are views with the south-east and eastern sides of the conservation area overlooking the draft Order Limits, the setting of the Conservation Area is vital to the significance of the Conservation Area, and will be negatively affected to a significant effect by the Project	Environment Baseline Report (document reference 6.11.A1) has been updated due to the evolution of the Project design and study areas and in response to statutory consultation responses. Every effort has been made to correct inconsistencies. The preliminary assessment presented in the PEIR has been superseded by the assessment in the Environmental Statement (ES). The assessment presented in Environmental Statement Chapter 11: Historic Environment (document reference 6.11) has concluded a significant effect to Hutton Village Conservation Area during construction, due to the scale of work including dismantling and undergrounding of an existing 132 kV overhead line and a not significant effect during operation, as the existing 132 kV overhead line would be removed and replaced with the larger 400 kV overhead line.				
Financial Compensation						
9-8.152	Concern that the Project will devalue property / impact on property value in this section	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code			X	

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		allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Potential impact on property prices is not a material planning consideration for the purposes of a DCO application. Separate to this point, the Secretary of State has asked that the DCO application include an assessment of the likely significant environmental effects in the form of potential impacts on property prices. The ES contains an assessment on this. It concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project. Although not part of the Environmental Impact Assessment process it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory				

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		nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met).				
9-8.153	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government			X	

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		expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-8.154	Request that National Grid purchase respondent's property / business	National Grid is not required to purchase any properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.			X	
Health, Safety & Wellbeing						
9-8.155	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and			X	

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		stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement				

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		(NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.				
9-8.156	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and look to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		of industry, and National Grid have followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				
9-8.157	Concern that the Project poses a safety risk to aircraft (including balloons) in the area / Concern that the Project will impact airfields in this area	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1. Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including 2 helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory, statutory consultation, targeted consultations and landowner consultation, including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		the remaining case of a private airstrip near Little Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
Heritage						
9-8.158	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).				
9-8.159	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		(ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
9-8.160	Concern about Roman settlement with several wells to the east of Pylon TB206, south of Tally Ho Drive	No historical records are present in the Historic Environment Record (HER) for the specified area described. However, National Grid has worked to minimise potential impacts on the historic environment through strategic routeing and siting measures. These have been documented and are presented in the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), which forms an integral part of the Environmental Impact Assessment (EIA) for the Project. The approach to assessment and mitigation presented in ES Chapter 11: Historic Environment (document reference 6.11) have been discussed and agreed with key heritage stakeholders.			X	
Information						
9-8.161	Information provided to National Grid regarding that the whole Buttsbury area floods	National Grid has noted the respondent's feedback.			X	
Mitigation						
9-8.162	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		operation and maintenance of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (WSI) (document reference 7.5).				
9-8.163	Suggest that the access road and bridge built by National Grid for construction traffic parallel with the existing Buckwyns Chase access road is left in place after the construction of the Project, for use by the local community in order to access their homes (e.g. the existing bridge used to access this community is near collapse due to frequently flooding)	National Grid has considered this request and is continuing to work with the local community to identify the appropriate means to hand over the asset to them. The bridge has been included within the Order Limits as a permanent asset to allow for this to happen should an agreement be reached. Should agreement not be reached and the bridge not be required for operation and maintenance purposes then it would be removed post construction.			X	
9-8.164	Suggest mitigation measures for the construction of the Project at solar site (near Langdon Hills; site specified by respondent), including protective measures where existing underground cables are crossed by construction roads for the Project (e.g. a	National Grid notes the respondent's feedback. The detailed design of the haul road, and any utility protection, will be developed at the next stage; however, we have no issue with providing protection where utilities are crossed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
	reinforced section of the road being installed to prevent damage to underground services, or equivalent or superior protective measures) and mitigation measures for dust generation (e.g. humidifying road areas in dry weather, covering with tarpaulin any open top containers transporting sand in the site's vicinity or other equivalent or superior protective measures)	National Grid would continue collaborating with the solar site (near Langdon Hills) to determine if and where additional protective measures for cable crossings are required. Such measures would be holistic in design, encompassing all requirements in the area to progress safely and with considering all operational requirements of the solar site. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. The Environmental Statement (ES) Chapter 7: Air Quality (document reference 6.7) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) outlines mitigation measures. The dust-emitting activities can be significantly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP (document reference 7.2)) for high-risk sites following measures recommended in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases.				
Needs case						
9-8.165	Suggest that road and rail infrastructure is prioritised over the Project in this section	National Grid's proposals respond to the need to overhaul and upgrade the electricity transmission network to accommodate the changes in how we produce and use energy, including the increase in			X	

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		offshore wind needing to connect in 2030. We are already carrying out work to reinforce and upgrade the existing network in East Anglia, but even with these upgrades, the network will not be sufficient for the amount of new electricity connecting to it. As a result, our proposals for a new overhead line between Norwich and Tilbury are essential in supporting the wider UK transition to renewable energy. Our proposals were developed following discussions with the local highways authorities, National Highways, and Network Rail.				
PROW (Public Right of Way)						
9-8.166	Concern about negative impact on PROW / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
Requests						
9-8.167	Request for National Grid to confirm whether the plans for the Project near the respondent's property have changed due to the construction of Dunton Hills Garden Village (DHGV) on Green Belt Land and further homes being built across from the respondent on the A127 / Criticism that this was not drawn to the attention of the residents of Basildon	The proposals National Grid presented for statutory consultation were designed to reduce interaction with the Dunton Hills Garden Village development by restricting the alignment to the eastern edge of the proposed corridor. The consideration we gave to Dunton Hills Garden Village was outlined in our 2024 Design Development Report that was presented at statutory consultation from Section 5.4.211. At the launch of statutory consultation, we wrote to residents within a 1 km zone from the 2024 preferred draft alignment. This included residents in the Basildon area. National Grid is not responsible for the communication of other projects with residents.	X		X	
9-8.168	Request that National Grid provide detailed construction schedules and timelines as early as possible to facilitate discussions and coordination between National Grid and Dunton Hills Garden Village (DHGV) developers	At present it is not possible to provide a detailed programme of construction work. Should consent be granted in 2027, it is anticipated that construction of the Project would commence in 2027, likely starting with pre-commencement works including site clearance activities, the installation of temporary construction compounds and access roads. It is expected the main construction works would continue through to 2031 (four years). An indicative construction phasing is presented in Image 4.1 of the Environmental Statement (ES) Chapter 4: Project Description (document reference 6.4), The phasing would be programmed and	X		X	

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		sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable.				
9-8.169	Request further assessment of the impact on Blind Lane Local Wildlife Site following completion of ecology surveys which are regarded as required mitigation within the Preliminary Environmental Information Report (PEIR)	A full range of ecology surveys in and around the Blind Lane and Little Bladen Wood Local Wildlife Sites have also been undertaken across the 2023-2025 period, including habitat, bat, badger, water vole and otter surveys. Results of these baseline surveys, an impact assessment and any proposed mitigation have been detailed within Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES). Detailed mitigation measures are also set out within the Outline Code of Construction Practice (CoCP) (document reference 7.2) which contains a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and locally designated sites.			X	
9-8.170	Request that National Grid conduct a site visit to Blind Lane before any further design work on the Project takes place	National Grid has sought to reduce, as far as practicable, impacts on the environment/countryside through routeing and siting and an ongoing iterative design process, which has been informed by both desktop and site-based work. National Grid has also undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. A Landscape and Visual Impact Assessment (LVIA) has been undertaken			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		as part of the EIA. The LVIA sets out the potential landscape effects and identifies areas for potential mitigation planting to reduce visual impacts to local receptors. The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13). Surveys have been carried out in the area around Blind Lane to inform the design and the LVIA, including landscape and visual site surveys and viewpoint photography. Results of the assessment are presented as part of the findings in Section G of the LVIA. They include a viewpoint assessment from Little Burstead (Viewpoint 7.05, including a photomontage), and an assessment of effects in Visual Receptor Areas (VRA) G4 (Ingrave and Herongate) and VRA G5 (Little Burstead), which can be found in ES Appendix 13.3 Visual Baseline and Assessment (document reference 6.13.A3). Landscape effects are presented in Landscape Character Type (LCT): Wooded Farmlands, Landscape Character Assessment (LCA) 11: West Billericay Wooded Farmlands in ES Appendix 13.2 Landscape Baseline and Assessment (document reference 6.13.A2). A full range of ecology surveys in and around the Blind Lane and Little Bladen Wood Local Wildlife Sites have also been undertaken across the 2023-2025 period, including habitat, bat, badger, water vole and otter surveys. Results of these baseline surveys, an impact assessment and any proposed mitigation have been detailed within Chapter 8: Ecology and Biodiversity				

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		(document reference 6.8) of the ES. Detailed mitigation measures are also set out within the Outline Code of Construction Practice (CoCP) (document reference 7.2) which contains a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and locally designated sites. Agricultural Land Classification (ALC) surveys have been undertaken in the area around Blind Lane to inform Chapter 6: Agriculture and Soils (document reference 6.6) of the ES. Results of the assessment are presented in full in ES Appendix 6.1 Agricultural Land Classification Report (document reference 6.6.A1) and on ES Figure 6.3: Detailed Agricultural Land Classification (ALC) Mapping (document reference 6.6.F3). Historic environment surveys have been undertaken in this area. Walkover surveys of the land within the proposed Order Limits and setting surveys for designated heritage assets within the study areas have been completed. The results of these surveys are presented in Environmental Statement (ES) Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1). Geophysical surveys have been undertaken for areas within the Order Limits. and results are presented in ES Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4).				
9-8.171	Request for further environmental surveys around Dunton Hills Garden Village and Western parts of	A range of environmental surveys have been undertaken as part of the Project, including within the			X	

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	the south Essex Council area to fully assess impacts	Dunton Hills Garden Village and Essex areas. The survey scope for the Project has been agreed with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has undertaken an Environmental Impact Assessment (EIA) informed by the environmental surveys undertaken for the Project. Full results and impact assessments conducted as a result of these surveys are included within the Appendices of the respective topic chapters of the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The Outline Code of Construction Practice (CoCP) (document reference 7.2) sets out the required mitigation measures and environmental commitments that will be implemented during the construction phase of the Project to avoid or reduce potential effects on the environment, including commitments to undertake further surveys				
Tourism						
9-8.172	Concern about impact of the Project on tourism	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the			X	

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		potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
Visual Impact						
9-8.173	Concern about cumulative visual impact of the Project alongside existing overhead lines / concern about wirescape	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Networks to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA), presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in ES Chapter 13: Landscape and Visual (document reference 6.13). The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects Assessment (document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.				
9-8.174	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect to customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects.				

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		The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
9-8.175	Criticism that the Preliminary Environmental Information Report (PEIR) confirms that there will be negative residual effects to residential dwellings in the vicinity of Blind Lane during construction and operation phases of the Project	The Preliminary Environmental Information Report (PEIR) presented at the statutory consultation included a preliminary Landscape and Visual Impact Assessment (LVIA), that follows professional guidance set out in Guidelines for Landscape and Visual Impact Assessment (GLVIA) 3, as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment.			X	

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		The assessment of visual effects is presented in ES Appendix 13.2 Landscape Baseline and Assessment (document reference 6.13.A2). The assessment has been prepared by qualified and experienced landscape professionals. Blind Lane sits within Visual Receptor Area (VRA) G4 Ingrave and Herongate, which was presented on page 156 of the document. The preliminary assessment of visual effects identified that significant (negative) effects are likely during construction and operation within 1 km of the draft Order Limits, including visual receptors from properties along Blind Lane. A negative effect is considered adverse rather than beneficial, as set out in paragraph 13.5.18 of Volume I – Main Text, i.e., 'The direction of landscape and visual effects (positive, negative, or neutral – the terms used in this PEIR) are determined in relation to the degree to which the Project fits with the existing character of the landscape or view and the contribution that the Project makes, even if it contrasts with the existing character of the landscape or view. About transmission infrastructure, potential landscape and visual effects have been assumed to be negative and were determined as such within the assessment unless otherwise stated.' The PEIR was a preliminary document and reflected the Project proposals at the time. The Development Consent Order (DCO) application is accompanied by an Environmental Statement (ES) (document reference				

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		Volume 6: Environmental Statement) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations') and in consultation with the relevant local planning authorities and statutory environmental bodies. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects. Further details are presented in ES Chapter 13: Landscape and Visual (document reference 6.13) in regard to a full assessment on visual effects from the Project. Surveys have been carried out in the area around Blind Lane to inform the design and the LVIA, including landscape and visual site surveys and viewpoint photography. Results of the assessment are presented as part of the findings in Section G of the LVIA. They include a viewpoint assessment from Little Burstead (Viewpoint 7.05, including a photomontage), and an assessment of effects in Visual Receptor Areas (VRA) in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Landscape effects are presented in Landscape Character Type (LCT): Wooded Farmlands, Landscape Character Assessment (LCA) 11: West Billericay Wooded Farmlands in ES Appendix 13.2 Landscape Baseline and Assessment (document reference 6.13.A2).				

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		Residential receptors are considered to be of high sensitivity to the linear energy development, including those found to the east of VRA G4 along Blind Lane. Properties on Blind Lane are set back from the road, and hedgerows and mature trees along the road would provide some screening. However, although filtered through vegetation, some residents would have very close views of the Project. The magnitude of change within this VRA would be large, with major significant (negative/adverse) effects predicted during construction and operation. No additional mitigation planting is proposed since there is existing tall mature vegetation between the properties on Blind Lane and the Project.				
Wildlife / Ecology impact						
9-8.176	Concern about impact of the Project on flightpaths for birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment Report (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		as possible, where practicable, and mitigation in the form of bird diverters proposed.				
9-8.177	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within ES Chapter 8: Ecology and Biodiversity (document reference 6.8) and Habitat Regulations Assessment Report (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4) accompanying the Development Consent Order (DCO) application.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
9-8.178	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
9-8.179	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)b	S42(1)(d) and S47	Resulted in Design Change
9-8.180	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*." Beehives can become charged if directly under an overhead line because of the electric field it produces. For existing overhead lines, this can be eliminated by screening or earthing the hive, but for new overhead lines, embedded design measures and careful routeing will avoid any potential effects. There does not seem to be evidence of EMFs adversely affecting bees directly. In the United States of America, the strip of land along power lines has been shown to be particularly attractive to bees, with these areas being utilised by commercial bee farms. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived.			X	
9-8.181	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
9-8.182	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured, as detailed in the Register of Environmental Actions and Commitments, which forms part of the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.				
9-8.183	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
9-8.184	Suggest ecological enhancements as part of the Project	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental and societal benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.			X	
9-8.185	Concern about badger sett within the draft Order Limits for the Project in this section	Badgers are considered through extensive survey work over the 2023-2025 period and a robust mitigation strategy to ensure legal compliance has been			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)a	S42(1)(b	S42(1)(d) and S47	Resulted in Design Change
		prepared. The Project design has looked to avoid impacts to badger setts wherever possible. A draft badger licence has been prepared and mitigation approach agreed with Natural England. Reference to this draft badger licence has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and delivery of the mitigation measures outlined within the license will ensure no detrimental impact on badgers.				
9-8.186	Concern about badger sett near to pylon for the Project in this section	Badgers are considered through extensive survey work over the 2023-2025 period and a robust mitigation strategy to ensure legal compliance has been prepared. Known badger setts would be closely monitored up until pre-construction due to the mobility of badgers to reduce impacts, where possible. A draft badger licence has been prepared and mitigation approach agreed with Natural England. Reference to this draft badger licence has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and delivery of the mitigation measures outlined within the license will ensure no detrimental impact on badgers.			X	

Thurrock feedback

Thurrock feedback (Statutory Consultation)

Table 9-9 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
9-9.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-9.2	Concern that the Project will have a negative impact on agricultural livestock (e.g. type of livestock)	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: "There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences."			X	
Airfields						
9-9.3	Concern about the impact of the Project on Thurrock Airfield / Suggestion that the Project is routed away from Thurrock Airfield	National Grid has appointed an independent aviation consultancy who has engaged with Thurrock Airfield (with National Grid also present) to inform their impact	X	X	X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessment. As a result, changes have been made in this area by altering the design to lower height pylons running parallel to the existing 132 kV overhead line. Given the existence of the 132 kV overhead line, the addition of the proposed National Grid pylons is not deemed detrimental to the operability of Thurrock Airfield. We will continue to engage with the operators to confirm the acceptability of the proposals. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
Community / Social Impact						
9-9.4	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction,	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-Economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-9.5	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments. Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered during the construction phase to reduce, where practicable, disruption to education establishments. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The assessment concludes that there would be no significant effects on education facilities within the study area as a result of the construction and operation of the Project.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-9.6	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on leisure and tourism. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include: traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-Economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).		X	X	
9-9.7	Concern about over development of area / other works in the area (e.g. cumulative impact)	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The cumulative effects assessment has considered the effects of the Project in conjunction with other existing and, or approved developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The cumulative assessment has been undertaken in accordance with the overarching NPS for Energy (EN-1) Paragraph 4.1.5 in EN-1 states: "*In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy*". Paragraph 4.2.12 in EN-1 states: "*The cumulative impacts of multiple developments with residual impacts should also be considered.*" Paragraph 4.3.3 in EN-1 states: "*The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects*". Paragraph 4.3.19 of EN-1 states: "*The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as*				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place". Paragraph 4.4.5 in EN-1 states: "*The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate*". The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in ES Appendix 17.2: Long List and Short List of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in ES Chapter 17: Cumulative Effects (document reference 6.17). The detailed assessment of shortlisted other developments is presented in Appendix 17.3: Inter-Project Cumulative Effects Matrix of the ES (document reference 6.17.A3). ES Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3) outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economics, recreation and tourism impacts).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-9.8	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision-making process. We will continue to review planning applications and engage with developers as necessary.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-9.9	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) identifies any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.			X	
9-9.10	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*." Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Project will be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.				
9-9.11	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) and ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) consider the potential impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from ES Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures will be in place to reduce impacts. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures is presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-9.12	Concern about the impact of the Project on residential properties / structural damage at Horndon on the Hill (given that this area is prone to subsidence)	Construction noise and vibration would be managed in accordance with the measures set out in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Contractors would be required to follow good construction practices (referred to as Best Practicable Means (BPM)) as outlined in British Standard (BS) 5228-1 and BS 5228-2 to control noise and vibration respectively. BS 5228-1 and BS 5228-2 have Approved Code of Practice status (in England) under the powers conferred by Sections 71(1)(b), (2) and (3) of the Control of Pollution Act 1974, as enacted under The Control of Noise (Code of Practice for Construction and Open Sites) (England) Order 2015. Compliance with the good practice noise and vibration requirements stated therein became a statutory obligation under the Act. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The EIA identifies and assesses the likely significant effects on the environment (including from lighting and noise and vibration) during the construction and operation of the Project and recommends appropriate mitigation measures to reduce potential effects. Any specific			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		mitigations identified around Horndon on the Hill will be adhered to in delivery.				
9-9.13	Concern over the negative impact the Project will have on the achievement of the Freeport policy ambitions to bring investment and development to the area / Port of Tilbury London Limited (PoTLL) support the aims and outcomes of the Project, but it is imperative that critical upgrades to electricity infrastructure are designed so as not to interfere with or directly obstruct regeneration and economic delivery efforts	The Order Limits of the Project no longer extend to the Port of Tilbury. As such there are no potential effects of the Project on Freeport ambitions.			X	
Construction Impacts						
9-9.14	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (WSI) (document reference 7.5).				
9-9.15	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The Outline CTMP (document reference 7.3) provides details about the proposed construction access strategy that has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors, using a combination of more suitable Local Road Network connections from the Strategic Road Network, and temporary haul roads for access along the proposed alignment. The Outline CTMP (document reference 7.3) highlight any measures to reduce impacts to other road users from construction traffic related to the Project. Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the Development Consent Order (DCO) application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impact.				
9-9.16	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and increased road traffic and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP (document reference 7.2)) for high-risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP sets out the required mitigation measures and environmental commitments that will be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				
9-9.17	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	The Construction Access Strategy has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors, using a combination of more suitable Local Road Network connections from the Strategic Road Network, and temporary haul roads for access along the alignment. Further details of the Construction Routing Strategy are included within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the Local Highway Authorities and National Highways. An AIL routing strategy containing details about these movements are submitted in support of the Development Consent Order (DCO) application.		X	X	
9-9.18	Concern about the impact of Pylon TB257, the proposed haul road and scaffold construction area on Orsett Quarry (e.g. impacts on operational	National Grid have made a slight alteration to the design and pylon TB258 (TB257 at statutory consultation) has been moved north outside of the Orsett Quarry extents.			X	

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	efficiency such as delays and temporary closures, ecology, future expansion of the quarry, financial implications, health and safety impacts given cumulative traffic volumes for the quarry and the Project), including impact on compound area (e.g. unable to rearrange infrastructure within the compound area to make space for National Grid traffic without significant impact)	However, we will still need temporary access to the site during construction for stringing the overhead line conductors and for installing scaffold crossing protection of Buckingham Hill. National Grid and their contractors would work closely in collaboration with the operations team at Orsett Quarry to ensure disruption to site activities is kept to a minimum. However, the size of work areas, access and egress can impact the safety of both operations and therefore it would be necessary to develop a site-specific plan agreed by both parties prior to access.				
9-9.19	Criticism that the Project will interfere with operations of the Port of Tilbury and is unacceptable / Suggest National Grid review the Project and identify alternative primary access routes to construct the Project without the use of Substation Road (Tilbury 2 Access Road)	Following consideration of feedback, direct engagement with relevant parties and further technical review, National Grid has modified the connection arrangements at Tilbury. We now propose to connect to the National Electricity Transmission System by establishing a new 'Tilbury North' substation to the south of Orsett Golf Course which would be connected into the existing 400 kV overhead line (running north from the existing Tilbury Substation). As such the concerns raised will not arise, so the feedback has been superseded by a change to the Project.			X	
9-9.20	Suggest that National Grid undertake a baseline road condition survey prior to commencement of the Project, and undertake further road condition surveys every four weeks for the duration of construction traffic utilising the route for construction	The Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) includes details of proposed pre-condition and post-condition surveys and includes allowance for remediation works where changes to the condition have occurred. This process		X		

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	of the Project, including the following roads: Doesgate Lane; A128 Brentwood Road; Orsett Road; A1013 Stanford Road; Buckingham Hill Road; Muckingford Road; Church Road; St. Andrew's Road - boundary of Highways England Asset to Fort Road (including spur road); Fort Road - from St. Andrew's Road to Coopers Shaw Road; Coopers Shaw Road - from fort Road to Station Road; Station Road - from Fort Road to site entrance. With this, suggest that a clear set of intervention levels should be agreed between the applicant and the Local Highway Authority (LHA) prior to commencement for the baseline survey and subsequent review surveys. Any intervention should be funded by National Grid to ensure that the road is not materially impacted upon by the increase in HGV movements. This can be in the form of direct remediation by the applicant or through direct funding for the local highway authority to implement. Likewise, suggest that a protective provision to prevent traffic using routes off the haul roads should be made to ensure that all traffic entering and leaving the site do not bypass the prescribed route and rat-run through villages such as Bulphan, East Tilbury, Horndon on the Hill, West Tilbury. This can be in the form of temporary road closure notices and appropriate hard barrier measures at the junction points with light measures at the other extents. Again, this can either be directly implemented by	has been agreed though discussions with the Local Highways Authorities (LHAs). The Outline CTMP (document reference 7.3) has be developed following consultation and issued as an Outline CTMP (document reference 7.3), which accompanies the DCO application. In order to manage construction traffic to ensure it sticks to the Primary Access Routes and does not use rat runs a suit of mitigation are proposed which have been agreed with the LHAs and are set out within the Outline CTMP (document reference 7.3).				

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	National Grid or funding provided to the local highway authority to secure the necessary road closure notices and Traffic Management measures.					
9-9.21	Concern about abnormal load movements in Thurrock and suggest that protective provision is provided to ensure that pedestrian and cycle links along the river frontage are not prejudiced both during the construction phase and during the operation phase by abnormal load vehicle (AIL). If any AIL movements are required on the network, suggest that these should be restricted to outside the peak hours so to not affect the link and junction capacities	National Grid has engaged with Thurrock Council and Thurrock Constabulary on the proposed Abnormal Indivisible Load (AIL) movements and routes. Their inputs have led to amending AIL routes and developing an AIL movement strategy detailed within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).		X		
9-9.22	Suggest that construction traffic for the Project should be prevented from using routes off the haul roads (e.g. to ensure that all traffic entering and leaving the site do not bypass the prescribed route and mitigate the impact on villages such as Bulphan, East Tilbury, Horndon on the Hill, West Tilbury). This could be in the form of temporary road closure notices and appropriate hard barrier measures at the junction points with light measures at the other extents. This could either be directly implemented by National Grid or funding provided to the local highway authority to secure the necessary road closure notices and Traffic Management measures	National Grid notes the respondent's feedback. The enforcement measures and management measures have been included in the Outline Construction Traffic Management Plan CTMP (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application.		X		

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9-9.23	Concern about the use of Fort Road (and then Substation Road) and Stanford Road/Buckingham Hill Road as primary access routes for the Project as these routes overlap with those proposed for the Lower Thames Crossing (LTC) (notably the A1089 corridor (and the ASDA roundabout) which is of particular sensitivity with the Port of Tilbury London Limited), and suggest that National Grid coordinate with the LTC project team by exploring the traffic flows on Substation Road and Station Road, in particular the phasing of critical works supporting traffic over the LTC project life, to improve the resilience and efficient working of the LTC construction access via Substation Road and Station Road alongside neighbours and stakeholders. With this, request for further details on the use of both access routes (regarding spread of HGV movements across the day), and suggest further assessment to include around Orsett Cock, as all the Stanford Road trips would appear to route via this junction. In addition, an assessment the ASDA roundabout may be necessary given that all of the Fort Road trips will pass through this junction	As part of the design development of the Project, the concerns raised have been considered and a new substation named Tilbury North is now proposed. This would no longer use Fort Road, Station Road or Substation Road as a Primary Access Route (PAR). Revised access options to this new location have been considered to accommodate for Lower Thames Crossing (LTC). National Grid has been working with the local highway authorities and National Highways to develop our access proposals for the Project. National Grid is continuing to coordinate with LTC regarding the location of all PARs (either Buckingham Hill Road or Brentwood Road), access points and crossover bellmouths to ensure that the designs are coordinated and feasible. Details of the Heavy Goods Vehicle (HGV) movements is noted within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The cumulative impact of LTC with the Project is assessed within Chapter 16: Traffic and Transport (document reference 6.16) of the Environmental Statement (ES) and the Transport Assessment (document reference 7.11) where the impact at the Orsett Cock junction is assessed for peak hours. The A1089 Asda Roundabout has been modelled as part of the assessment of the multimodal strategy that	X			

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		considers the transportation of construction materials from ports / sidings to the construction Primary Access Sites, including the Port of Tilbury. The results of the modelling have been discussed with National Highways and Thurrock Council, and presented in the Transport Assessment (document reference 7.11).				
Consultation						
9-9.24	Comment supportive of engagement that has taken place / feel listened to	National Grid notes the respondent's feedback.			X	
9-9.25	Comment supportive of the Project in this section	National Grid notes the respondent's feedback.		X	X	
9-9.26	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.		X	X	
9-9.27	Concern that National Grid reference restrictions around Orsett Golf Course in three different documents which are incorrect	National Grid has considered feedback from Orsett Golf Course and has reviewed multiple alternative alignments. A route to the east of the golf club would increase interaction with the quarry, would introduce additional angle pylons in order to divert around the course which would be less compliant with the Holford Rules, introducing engineering complexities and increasing environmental impacts due to the requirement to cross a section of woodland. A summary of the Holford Rules is provided within Appendix I22 of this report. A route round the east of the course is therefore less preferred and is not being taken forward. We have proposed a slight change to the alignment between TB260-TB261 which would cross the course at			X	

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		a location further north and at an increased height, which we believe mitigates impacts to the playability of the course.				
9-9.28	Criticism that Orsett Golf Club's ground was incorrectly labelled as a Site of Special Scientific Interest (SSSI) by National Grid, which as a result has hindered the ability of local residents to propose viable alternative routes and solutions / Criticism that National Grid have not considered alternative routes for the Project at Orsett Golf Club's ground due to incorrect designations shown on the maps provided for consultation	The area marked as proposed Sites of Special Scientific Interest (SSSI) on the Project plans relates to a potential proposal for a new SSSI designation along the Thames Estuary by Natural England – the body responsible for landscape designations of this type. Natural England has subsequently confirmed that the plans won't move forwards. The designation status was not a factor in our decision making as any alternatives that cross this section of woodland are less preferred.			X	
9-9.29	Concern over the drainage interface between TB-CC11 and the wider area as this will impact Port of Tilbury London Limited's (PoTLL) development Tilbury3 proposals and the use of this land as a construction compound will conflict with PoTLL's earthworks masterplan / Criticism that National Grid have not engaged with PoTLL to understand if its proposed use of land held for the purpose of its statutory undertaking for the proposed compound is viable	The Order Limits of the Project no longer extend to the Port of Tilbury.			X	
9-9.30	Concern the Preliminary Environmental Impact Report (PEIR) has not sufficiently acknowledged the development context and the network of ecological requirements and licenses in the area of the Tilbury Substation (e.g. continuing legal obligations and	The Order Limits of the Project no longer extend to the Port of Tilbury.			X	

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	commitments associated with the Tilbury2 DCO and Thurrock Flexible Generation Plant projects)					
9-9.31	Suggest within the Preliminary Environmental Information Report (PEIR) Chapter 16: Traffic and Transport, the Study Area must be expanded to encompass the M25 J30, A13, Orsett Cock junction, A1089 and the A1089 ASDA roundabout to ensure any likely significant effects are identified	As requested by Thurrock Council, these junctions have been included as part of the assessment in the Transport Assessment (document reference 7.11). Chapter 16: Traffic and Transport (document reference 6.16) of the Environmental Statement (ES) focuses on the analysis of the road links forming the Primary Access Routes (PAR).			X	
9-9.32	Criticism that this section of the proposal shows bias to certain areas where the use of underground cables has been granted / Suggest that this option should be available to all landowners and communities affected by the Project	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB)*)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was			X	

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		justified. Therefore, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at other locations in this section which are proposed as overhead line would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-9.33	The Preliminary Environmental Information Report (PEIR) (Table 15.15) states that land at St Clere's	There were third party works proposed within both the golf club and an area south of the golf club at the time of			X	

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	Hall Golf Club would be temporarily acquisitioned 'for the creation of temporary drainage, temporary access and third-party works' relating to a pipeline, as well as 'permanent acquisition of rights of access to an existing track' (no physical works proposed). Criticism that Table 15.15 incorrectly refers to the country park as being part of the St Clere's Hall Golf Club, and suggest that this should be clarified to differentiate between works proposed within the Redrow site (e.g. the pipeline works only), and works that are proposed within the country park	writing the Preliminary Environmental Information Report (PEIR) assessment. Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement (ES) includes a review of the design and the assessment on St Clere's Hall Golf Club following the design update. The proposed third-party works are no longer within the Order Limits or the golf club. However, there will be permanent access of rights within the western extent of the golf club with no physical work proposed.				
9-9.34	Concern that the optioneering process for the Project was not in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 as the Preliminary Environmental Information Report (PEIR) did not assess the impact of temporary land take and severance and the associated socio-economic impact of the Project on farm businesses (including respondent's farm in Thurrock), and suggest that an assessment of the socio-economic impact of temporary land take must now be undertaken to inform the route of the Project	As per the Scoping Opinion (document reference 6.20), the impacts on agricultural operations were considered to be limited during the operational phase of the Project as any maintenance or repair works required which would result in disturbance to agricultural operations would be undertaken in accordance with standard practice. Disturbance to agricultural operations during the construction phase are assessed in full in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES). Potential effects on land drainage are covered in ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12). The financial effects on individual businesses are being addressed through separate discussions/negotiations which lie outside the scope of the ES (as agreed in the Scoping Opinion (document reference 6.20)). Therefore,			X	

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		the financial effects on individual businesses have not been assessed in Chapter 6: Agriculture and Soils of the ES (document reference 6.6) or Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15).				
9-9.35	The risks and issues identified in the report provided by the respondent in relation to the Project being installed at Bulphan will also need to be addressed in the preparation of the Environmental Statement for the Development Consent Order (DCO) pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017/572	All the feedback we received at the statutory consultation will be considered and submitted as part of our Development Consent Order (DCO) application. An Environmental Statement (ES) is included as part of the DCO application and National Grid notes the respondents feedback on including risks and issues of the Project being installed at Bulphan.			X	
9-9.36	Request that the roundtable discussion in relation to the Project being installed at Bulphan should also consider alternate routes for the Project or the possibility of the diverting it underground	Following the statutory consultation, National Grid read and considered all the feedback we received. We assessed the alternatives suggested, and where feasible amended our proposals to reflect this. This included considering several alternative options around the Bulphan area. When considering alternative options, such as undergrounding, we also had to consider the additional cost and environmental constraints that these might have associated with them. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering			X	

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		factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may				

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		give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Bulphan would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-9.37	Criticism that the following legislation, guidelines, codes of practice and international standards have not been considered in relation to the Project being installed at Bulphan: - Health and Safety Executive Guidance GS 6 (Avoiding danger from overhead power lines) and HSG 47 (Avoiding danger from underground services); - The Pipeline Safety Regulations 1996; - Management of Health and Safety Regulations 1999; - British Standards in BS EN 50122-1 (Fixed installations. Electrical safety, earthing and the return circuit) and BS EN ISO 18086 (Determination of AC Corrosion Risk)	National Grid acknowledges the need to adhere to the relevant legislation, guidelines, codes of practice, and international standards for the Project. Necessary precautions have been taken, and these addressed comprehensively throughout the planning and execution phases of the Project. Specifically: • HSE Guidance GS6 (Overhead Power Lines) and HSG47 (Underground Services): A thorough survey identifying and mapping all overhead power lines and underground services was undertaken. Safe working distances were maintained by the proposed design and will be strictly enforced during construction. • The Pipeline Safety Regulations 1996: We are aware of the requirement not to cause any damage to pipelines that could cause the release of dangerous fluids. Where we have not been able to mitigate potential damage by routeing, we will be looking to install other active mitigation measures. We have also contacted all relevant pipeline operators for information and			X	

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		are working with them to develop adequate mitigations for long term and temporary construction risks. • Management of Health and Safety Regulations 1999: National Grid operates a comprehensive health and safety management system, compliant with the 1999 regulations. This included detailed risk assessments, method statements, and ongoing monitoring of safety performance. All our contractors are expected to be appropriately trained and supplied with personal protective equipment. • British Standards BS EN 50122-1: We are working with Network Rail to ensure that the electrical design and installation of the Project will adhere to BS EN 50122-1, ensuring electrical safety, proper earthing, and a safe return circuit and mitigating any risk of induced voltages in their assets. • BS EN ISO 18086: Regarding BS EN ISO 18086, a detailed AC corrosion study is underway. There is the potential, based on induced currents from the 400 kV overhead line, that alternating current mitigation measures may need to be installed to pipeline. The scope and extent of such mitigation measures will be dependent on the final design arrangements of the Project which will continue to evolve within the parameters of confirmed Limits of Deviation.				

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		Consultation between National Grid and the relevant utility provider will confirm the requirement for installed mitigation, based on the final 400kV design arrangements, which will be implemented by the relevant utility provider under their existing utility operation and maintenance provisions. We are confident that the Project has been and will continue to be executed with the highest regard for safety and in full compliance with all relevant regulations and standards.				
9-9.38	Suggest collaborative and coordinated approach between National Grid for the Project and National Highways on the Lower Thames Crossing (LTC) (e.g. to mitigate impacts to affected parties including users of the road and rail networks, local businesses and communities and those customers of NGET's own and other affected utility networks), including the following: - Suggest that both parties should enter a Statement of Common Ground at the earliest reasonable opportunity to discuss and develop overlapping matters; - To manage alignment with the LTC Development Consent Order (DCO) Control Plan, suggest that National Grid attend appropriate forums such as the Traffic Management Forum and Travel Plan Liaison Group at the earliest opportunity, and that both	National Grid has taken into consideration all consultation representation submitted to the Project by Lower Thames Crossing (LTC) and have collaborated to agree interface documents detailing how the two projects propose to mitigate impacts to each other and affected stakeholders. To support coordinated delivery and ensure these interface points are fully understood, National Grid is proposing to hold an initial joint workshop with LTC to discuss and work to resolve the issues. From there it is expected both parties will enter into a Statement of Common Ground.	X			

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	parties engage with each other on relevant Control Plans to mitigate impacts to the residents of Thurrock and the wider Essex communities; - Suggest that it will be critical to understand the extent of the LTC's Nitrogen Deposition mitigation areas impacted by the Project, in order for National Grid to establish the scale of replacement mitigation required; - Requirements, with regard to the LTC DCO including its own Requirements and its Control Plan (assuming the LTC DCO is made prior to the Norwich to Tilbury DCO being submitted), and also with regard to the need for the Norwich to Tilbury Project to consult and manage its interface with the LTC as it develops its final proposals; - Protective Provisions, for the benefit of National Highways, which will address both interfaces with the operational strategic road network and with the construction programme. These Protective Provisions should contain measures that integrate the National Grid works into the relevant forums as noted above, contain processes to manage the interfaces when works are being undertaken in close proximity, address matters relating to land transfers during construction, and require that National Highways be a consultee on relevant control documents; - Furthermore, the LTC requires works to other National Grid Electricity Transmission (NGET)					

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	networks as part of the delivery of its own Project. It is assumed that the Norwich to Tilbury Project has the potential to introduce additional constraints on the LTC programme of works. The LTC requires this understanding to develop its detailed planning					
9-9.39	Suggest the following in relation to the Draft Outline Construction Management Plan to ensure coordination between the Project and Lower Thames Crossing (LTC): • Section 2.4 - Consents, Licenses and Permits - any Traffic Regulation Orders, Temporary Traffic Regulation Orders, permits or other licenses applied for must be coordinated (where relevant) with the LTC (and in accordance with its Development Consent Order (DCO)) so as to not give rise to any detrimental impact on the deliverability of the LTC • Section 5.2 - Pre-Construction Surveys - where there is an interface with LTC works, parties are to ensure adequate discussion to ensure that the Abnormal Invisible Load (AIL) and HGV routes consider the new or modified structures proposed by the LTC. • Table 5.1 and Section 5.3.2-5.3.9 - Those AILs (and other Norwich to Tilbury related vehicle movements) proposed moving within Sections G and H require coordinating between with the LTC to ensure the deliverability of both projects, and to ensure synergies are developed to mitigate impacts	The Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application has been updated to capture the points raised. The Outline CTMP (document reference 7.3) highlights any restrictions from construction traffic related to the Project. Consents, license and permits would be obtained where required. National Grid has been coordinating with Lower Thames Crossing (LTC) to mitigate against detrimental impact and this is noted in the Outline CTMP (document reference 7.3). Pre-construction surveys have been proposed and would be undertaken later in the construction stage, should the DCO be granted consent. National Grid has coordinated with LTC to ensure that Abnormal Indivisible Load (AIL) and Heavy Goods Vehicle (HGV) routes consider any new and/or modified structures proposed by LTC. AIL and HGV routes have been developed with consideration for LTC and regular engagement has been undertaken. Project specific signage is proposed to clearly define the construction routes for Norwich to Tilbury vehicles. The Outline CTMP (document reference 7.3) has a section called	X			

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	on local road users or unnecessary re-works regarding street furniture removal / replacement • Section 5.4.15 - Construction route signage, where overlapping with the LTC order limits and access routes, will need to clearly define that it is for Norwich to Tilbury vehicles, owing to the substantial overlap in geography and time. • Section 5.7 - workforce on the road network - in all instances where the LTC and the Norwich to Tilbury Project interface with regards to traffic management, the Norwich to Tilbury Project will have to liaise with the LTC, attend forums where relevant to consult on traffic management proposals proposed by LTC, as per the LTC DCO. • Section 6.3 - Management Plan - at the earliest opportunity, the LTC project team would like to develop those proposals of Norwich to Tilbury with them as part of both parties traffic management plans, ensuring consistency and deliverability of both projects, whilst omitting conflicting proposals or undue impacts on the local residents and users of those services. • Section 7.2.7 - Where the two projects interface, the LTC has preference for robust monitoring by Norwich to Tilbury and reporting of construction related movements to and from site. In the eventuality that anything was to happen, discussions with the Local Authority, Local Highway Authority and/or affected party(s) are attributable to data and	'6.6 Coordination with other developments' where National Grid will ensure that liaisons will take place between the Main Works Contractor(s) where construction is assumed at the same time.				

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	evidence. In addition, this provides data to identify negative trends on the network and effectiveness of controls implemented by the project as well data to support future plans such as critical deliveries					
9-9.40	Suggest the following in relation to the Construction Access Plans – Section H to ensure coordination between the Project and Lower Thames Crossing (LTC): • Sheet 1 - H35-A1 (TB-B128) - it is perceived that this bellmouth would be a modification of the existing layby and therefore have minor impact on the traffic using the A128 Brentwood Road, however details regarding any Temporary Traffic Management would be required to be made known for the consideration of the LTC. • Sheet 2 - The LTC has works in the vicinity of H1 through H5 proposed on the northern side of the A1013 which are proposed within the Norwich to Tilbury construction period. These works will be supported via a temporary compound (known as Stanford Road Utility Logistic Hub in the LTC Development Consent Order (DCO)) opposite the residents of Southfields, east of marker H5. Both parties will have to develop programmes of works together to ensure no impediment to the delivery of either project. • Sheet 2 - Buckingham Hill Road is proposed as Utility Logistic Hub access routes for specific LTC	National Grid welcomes Lower Thames Crossing's (LTC's) request for early engagement on the development of Protective Provisions to support coordinated delivery of the Norwich to Tilbury Project and the Lower Thames Crossing, and fully supports the principle that any modifications required to the LTC Development Consent Order (DCO) to enable delivery of the Norwich to Tilbury Project will be developed, agreed and secured through the Norwich to Tilbury DCO. National Grid is committed to working with LTC at the earliest opportunity to develop appropriate Protective Provisions and to ensure that any modifications to the LTC DCO are clearly identified, agreed with LTC and appropriately secured. This process will be supported through ongoing programme coordination and the development of an agreed Statement of Common Ground. National Grid has been working with the local highway authorities and National Highways to develop its access proposals for the Project. Our assessments have included visibility and highway geometry. As part of the design development of the Project, the proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	utility works, and as the main works short term main access route. The LTC and Norwich to Tilbury Project will have to develop programmes of works together to ensure no impediment to the delivery of either project, or develop opportunities when and if they should arise • Sheet 2 - As part of the LTC's proposals for Work No G6a, a new access from the A1013 Stanford Road is proposed, east of marker H5. The Norwich to Tilbury Project may need to consider modifications to that other street furniture that may be required to be installed, or existing street furniture modified, as part of those developing proposals. • Sheet 2 - The Norwich to Tilbury Project is proposing bellmouths to be constructed along Buckingham Hill Road, H36-A1 (TB-B131), H36-A1 (TB-B132) and H36-A1 (TB-B133). Details regarding any Temporary Traffic Management required for the construction of these bellmouths would be required to be made known for the consideration of the LTC. • Sheet 3 - Works are proposed along Fort Road and Coopers Shaw Road from the A1089 St Andrews Road. This route is proposed as a secondary access route for the LTC. Details regarding H13 through H24, including the TTM associated with the construction of bellmouth H37-A1 (TB-B140) and H37-A1 (TB-B141) would be required to be made known for the consideration of the LTC. • Sheet 3 - The bellmouth provision in the vicinity of	have been developed. This may include temporary traffic management measures such as speed limit reductions and/or temporary signals, traffic islands. Details of temporary traffic management and mitigation works required at bellmouths including on Buckingham Hill Road, A128 Brentwood Road, and A1013 Stanford Road are detailed in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the DCO application and the Construction Access Plans. Engagement with other projects including Lower Thames Crossing (LTC) has been occurring, and further engagement would continue into the construction phase of the Project, should the DCO be granted consent. As part of the design development of the Project, a new substation named Tilbury North is proposed. This no longer uses Fort Road and Cooper Shaw Road as primary access routes. The bellmouth which had been proposed at the existing Tilbury Substation is no longer proposed. This avoids interaction with LTC proposals at this location. The revised access options to this new substation location have been considered to accommodate for LTC. An assessment is provided in Chapter 16: Traffic and Transport of the Environmental Statement (ES) (document reference 6.16).				

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	Tilbury Substation has potential of significant impediment in the delivery of the LTC Northern Tunnel Entrance Compound. The design, timing, and parties undertaking the works needs confirming between the parties at the earliest reasonable opportunity					
9-9.41	Suggest the following in relation to the Consultation Plans – Section G to ensure coordination between the Project and Lower Thames Crossing (LTC): • Sheet 7 - The span between Pylons TB221 and TB222 interfaces with the A127. It is assumed that to construct this section of overhead line that there would be a restriction, or closure of the A127 temporarily to complete these works. The LTC would require details regarding those restrictions for its consideration of its own proposals. • Sheet 7 - The span between Pylons TB228 and TB229 interfaces with the Shoebury Railway line. It is assumed that to construct this section of overhead that there would be a restriction, or closure of the railway line temporarily to complete these works. The LTC would require details regarding those restrictions for its consideration of its own proposals	The interface between the Project and the A127 is limited to the stringing of the overhead line section, including the installation and removal of the scaffold net to facilitate the protection of the carriageway during overhead line bond wires and conductors during stringing. Typically, the instalment and deconstruction of the scaffold net would require temporary closure up to a few hours, subject to coordination with LTC and other projects as appropriate and agreements with the relevant highways authority. National Grid and its Main Works Contractor will coordinate the Project's traffic management proposals with LTC and other projects through early engagement and as part of the street works permitting process. The interface between the Project and the Shoebury Rail line includes the stringing of the overhead line section, dismantling of PSC2-3 132 kV overhead line and installation of 132 kV underground cable. The dismantling of the 132 kV will form part of the enabling works, typically requiring temporary closure to drop and remove the conductors. Installation of the 132 kV underground cable will typically require monitoring but	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		no rail closure. The installation and removal of the scaffold net would typically require temporary closure up to a few hours, subject to agreements with the highways/rail authority. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with pre-commencement operations including site clearance activities, the installation of construction compounds and temporary accesses. It is expected the main construction works will continue through to 2031. Further details of the proposals and section specific timings will be determined at detailed design.				
9-9.42	Suggest the following in relation to the Consultation Plans – Section H to ensure coordination between the Project and Lower Thames Crossing (LTC): • Sheet 4 - The span between Pylons TB253 and TB254 interfaces with the A13. It is assumed that to construct this section of overhead line that there would be a restriction, or closure of the A13 temporarily to complete these works. The LTC would require details regarding those restrictions for its consideration of its own proposals. • Sheet 5 - Owing to the overlapping construction programmes and works required to the Local Distribution Network Operators (DNO's) PAB route (the span PAB21 to PAB22 to be dismantled), the LTC would require further details regarding the	The section of underground cables near Tilbury, including the proposed Cable Sealing End (CSE) compound has been reviewed in response to feedback and emerging requirements, with both elements of the Project removed. The Project would now interface at a new substation, called Tilbury North, located to the south of Orsett Golf Course, with associated work to the existing YYJ and ZB overhead lines to connect these to the substation. The Project has carefully considered the newly proposed works to the north and the south of Lower Thames Crossing (LTC) to reduce any interfaces. Through this process, National Grid has also considered alternative locations for the new substation. These alternatives were discounted through assessment and identification of constraints and requirements. Where	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	construction programme of these works, and develop the potential coordination of those works, to potentially mitigate impacts to the DNO. • Sheet 5 - The Cable Sealing End Compound (CSEC) and Pylons TB261, TB262 and TB263 are proposed within the LTC's Nitrogen Deposition mitigation areas. Any loss of mitigation provided for the LTC will need to be reprovided following the same methodology as that used to identify it. For the Nitrogen Deposition Compensation land this can be found in the Project Air Quality Action Plan [APP-350] • Sheet 5 - Temporary construction compound TB-CC08, and associated haul roads and construction swathes, are proposed within the LTC's Nitrogen Deposition mitigation area. The timing of the delivery of these works is to be understood to determine if the delivery of them gives rise to any significant impediment on the LTC's proposals. LTC will work to align the programme with the timing of the delivery of LTC mitigation, noting that LTC have committed to delivering the mitigation at the earliest point possible within the construction programme. If the mitigation is already in place, replacement mitigation would be required prior to the use of the mitigation land, in this case it would be advisable to minimise the construction footprint within the mitigation land. • Sheets 5, 6 and 7 - The alignment of the proposed underground cables interfaces with the proposed	reasonably practical, the substation and required undergrounding of the ZB overhead lines have been designed to avoid the LTC. National Grid will continue engagement with LTC during construction of the Project. Additional areas within the Project Order Limits have been included to accommodate any loss of the LTC nitrogen deposition mitigation areas. Further information is provided within Chapter 8: Ecology and Biodiversity (document reference 6.8) and the Outline Landscape and Ecological Management Plan (document reference 7.4). Discussions regarding the programme for the implementation of mitigation, where relevant, are ongoing with the LTC and Norwich to Tilbury Project teams. The interface between the Project and the A13 is limited to the stringing of the overhead line section, including the installation and removal of the scaffold net to facilitate the protection of the carriageway for overhead line bond wires and conductors during stringing. Typically, the installation and removal of the scaffold net would require temporary closure up to a few hours, subject to agreements with the road authority. The mitigation of the PAB21-PAB22 spans will take place as part of the Project enabling works, and assumes single circuit outage sequences will be required, with potential for a double circuit outage should				

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	LTC proposals at the A122, Hoford Road, Muckingford Road, Coopers Shaw Road, Church Road, the Tilbury Loop Railway and in the land east and northeast of Tilbury Substation. The LTC project team require further details regarding timing and design to determine (and ensure) that both projects can be constructed, operated and maintained at the same time. • Sheet 6 - The cable routes interface with the Tilbury Loop Railway. It is assumed that to construct this section of overhead line that there would be a restriction, or closure of the railway line temporarily to complete these works. The LTC would require details regarding those restrictions for its consideration of its own proposals. • Sheet 7 - The works being carried out by LTC will be supported by high voltage (HV) power supply that is drawn from the Tilbury Substation adjacent to the Norwich to Tilbury Project worksites. This HV power supply crosses the northwest corner of the TB-CC12/adjacent construction zone and similarly with the area labelled TB-CC11. The LTC will seek to coordinate with Norwich to Tilbury to efficiently install the required HV power supply, primarily through coordination of works phases in close discussion with the Norwich to Tilbury Project team	the Distribution Network Operator (DNO) have the capacity. Coordinating & sharing outages would be beneficial - assuming both works are of a similar scale and would not introduce delays or extended outages. Any proposal should go through the DNO for agreement who have been made aware of the opportunity for coordination. With regards to Coopers Shaw Road, Church Road and the Tilbury Loop these will no longer be crossed by the project. Hoford Road, Muckingford Road and others will still be impacted. We are continuing to work with LTC coordinating interfaces, timings and details. This approach will continue through construction.				
9-9.43	Suggest the following in relation to the Site Layout Drawings – 400 kV Cable Sealing End Compound	Additional areas within the Project Order Limits have been included to accommodate any loss of the LTC	X			

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	Tilbury Proposed Site Layout_0 to ensure coordination between the Project and Lower Thames Crossing (LTC): • Sheet 1 - The temporary and permanent proposed surface water attenuation drainage ponds are proposed within the LTC's Nitrogen Deposition mitigation areas. LTC will work to align the programme with the timing of the delivery of LTC mitigation, noting that LTC have committed to delivering the mitigation at the earliest point possible within the programme. If the mitigation is already in place, replacement mitigation would be required prior to the use of the mitigation land, in this case it would be advisable to minimise the construction footprint within the mitigation land	nitrogen deposition mitigation areas. Further information is provided within Chapter 8: Ecology and Biodiversity (document reference 6.8) and the Outline Landscape and Ecological Management Plan (document reference 7.4). Discussions regarding the programme for the implementation of mitigation, where relevant, are ongoing with the LTC and Norwich to Tilbury Project teams.				
9-9.44	Suggest the following in relation to the Typical Drawings - Typical HV Cable Direct Buried Cross Section and Construction Easement to ensure coordination between the Project and Lower Thames Crossing (LTC): • Sheet 1 - In areas where the LTC and the Project interface, the typical 120 m open cut construction swathe will have to be coordinated to ensure it does not give rise to any detrimental impact on the deliverability of the LTC	National Grid notes the respondent's response. National Grid continues to engage with Lower Thames Crossing (LTC) to coordinate successful delivery of both projects. Where LTC and the project interface the typical 120 m open cut construction swathe will need to be coordinated, this will include measures such as relocating spoil bunds. Close coordination between both parties will ensure that ducts are installed during construction of the LTC to avoid the need for open cut and trenchless crossing methods in the close vicinity of the LTC.	X			

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9-9.45	Suggest the following in relation to the Preliminary Environmental Information Report – Volume 1 to ensure coordination between the Project and Lower Thames Crossing (LTC): • Paragraph 8.6.83 - The Norwich to Tilbury and LTC project teams have previously discussed the conflict between mitigation for the LTC and the Norwich to Tilbury route. The Norwich to Tilbury Project would be required to provide equivalent mitigation in the locality of any reduction in LTCs identified mitigation as the LTC Development Consent Order (DCO) application is currently being determined by the Secretary of State. Identification of this mitigation should follow the methodology included with the LTC Project Air Quality Action Plan [APP-350]. National Grid should explore opportunities to avoid, reduce or mitigate the impact on areas of habitat created by LTC	National Grid notes the respondent's response. Proposed alternative mitigation sites for impacts on Lower Thames Crossing's (LTC's) nitrogen deposition and ancient woodland mitigation around Orsett Golf Club, are included within the Project's Order Limits. The alternative nitrogen deposition land is in line with the LTC site selection methodology included within the LTC Project Air Quality Action Plan (LTC Appendix 5.6 of the Environmental Statement) (LTC document reference TR010032/APP/6.3). The alternative land for both the nitrogen deposition and ancient woodland is in close proximity to the originally proposed location, of low existing ecological baseline value (arable) and of at least the same size. Further consultation with the LTC team is ongoing with a specific focus on phasing of works and programme.	X			
9-9.46	Concern about National Grid's approach to risk management in relation to UK Oil Pipeline (UKOP) Pipeline crossing of the Project at Bulphan, including the following: - Concern that the method of mitigation has been determined before the results of the ERM study quantifying risk has been released; - Concern that, consequently, National Grid is not prepared for the ERM study to find that the use of underground cables is not sufficient mitigation (e.g.	National Grid acknowledges the need to balance national planning policy and engineering requirements while adhering to the relevant legislation and standards for the Project. 1. The Alternate Current (AC) interference has been quantified through modelling and shared with British Pipeline Association (BPA), all mitigation options will be considered in developing an acceptable solution.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	which could delay the Project, or threatens public health and safety and the integrity of critical national infrastructure if the Project was proceeded with regardless); - National Grid's approach to risk mitigation deviates from accepted risk management procedure as it opts for mitigation rather than avoidance and there has been no engagement with the respondent to consider constraints collaboratively and identify optimal solutions in light of them	2. ERM's experience with similar applications and discussions with industry experts would indicate that the preliminary results show that the order of magnitude of AC interference anticipated is in a range that can be successfully mitigated by conventional means. 3. In deciding the proposed route, National Grid has made a judgement on balance of all impacts to receptors and the ensuing probability of the Development Consent Order (DCO) being granted. We feel that a robust hierarchy of constraints was considered, acknowledging that a reasonable AC interference mitigation solution was possible and providing the best route options for the Bulphan area. There has been engagement with the respondent throughout the Project development and we will continue to engagement with them as the Project continues.				
9-9.47	Criticism that National Grid say it is possible that ecological constraints in the Thurrock area south of the A1013 would have been removed by the Lower Thames Crossing (LTC), as this does not reflect the status and content of the LTC examination, nor subsequent discussions about wider developments / Suggest that should the alignment be required to traverse this zone, there is a reasonable prospect of	National Grid has revised its proposals and made a change to the means to connect to Tilbury Substation. As such no works to the south of West Tilbury are now envisaged and this change is no longer relevant to the Project being progressed.	X			

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	an engineering solution which leaves, in particular, the triangular pulverised fuel ash (PFA) habitats (centred on TQ6651076412) intact (such as via a trenchless technique) / Suggest that the Project follows the alternative route alignments that National Grid are exploring to avoid this area / Criticism that the important habitats in this area have not been marked on the statutory consultation plans					
9-9.48	Suggest that National Grid to contribute to working groups in the Tilbury area (given that there are multiple major infrastructure and other development projects converging within the Tilbury area, many of which have ecological impacts and associated requirements, and it is increasingly important that all stakeholders with an interest in this area fully engage in collaborative working which seeks to find solutions that can meet the needs of both environment and economy), and suggest that National Grid should collaborate with others in regard to data sharing (e.g. third party data sources should be used to supplement National Grid's own data collection)	Throughout the development of National Grid's proposals, we have contacted a range of other operators in the area, including other statutory undertakers and project developers. Where reasonable, we look to consider how to reduce cumulative impacts on communities through our process of routeing and siting and always consider, and mitigate for, any environmental and ecological impacts that our proposals may have. We have employed a wide range of data sources in the design of the Project, including information received from other development projects in the area. Our routeing and siting considerations can be found in the 2025 Design Development Report (document reference 5.15) submitted as part of our application for Development Consent. A cumulative impact assessment has been undertaken and is presented in Chapter 17: Cumulative Effects of the Environmental Statement (ES) (document reference 6.17). We will continue to engage with other developers as the Project progresses.	X			

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9-9.49	Concern that National Grid provided incorrect time for the Grays consultation event in information pack sent to respondent (e.g. the pack said 4pm-7pm rather than 2pm-7pm)	When National Grid launched the statutory consultation, we advertised this through several channels such as letters to residents, advertising in national and local newspapers, and on social media. The date and time for the Grays public information event were published correctly in these and we had dedicated communications channels available to the public if anyone had any questions.			X	
9-9.50	Criticism that the Preliminary Environmental Information and the proposed scope of the Environmental Statement is inadequate, as it does not reflect and is not in accordance with the Scoping Opinion / Criticism that it does not enable the identification of likely significant effects (LSEs) of concern to the existing and future operations of the Port of Tilbury and the management of ecological impacts in and around it, and does not provide confidence that the design of the Project that is to be included within an application for development consent reliant on and in the form consulted on will be informed by the findings of the identified approach to environmental assessment	The Preliminary Environmental Impact Report (PEIR) was prepared in accordance with the Nationally Significant Infrastructure Projects: Advice Note Seven (June 2020) and was a preliminary document that reflected the Project's proposals at the time of statutory consultation. National Grid submitted an Environmental Impact Assessment (EIA) Scoping Report (document reference 6.19) to the Planning Inspectorate on 7 November 2022. The Planning Inspectorate (on behalf of the Secretary of State) formally adopted its Scoping Opinion (document reference 6.20) on 14 December 2022 which has informed the scope of the EIA for the Project, which is presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). The Order Limits of the Project no longer extend to the Port of Tilbury.			X	

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9-9.51	The area shown by the Consultation Plan to be subject to permanent National Grid Electricity Transmission (NGET) infrastructure that is potentially incompatible with Freeport development is around 51 per cent of the Tilbury Tax Site (including easements and electrical cabling radiating electromagnetic interference) and represents total investment in Thurrock of some £663 million and will provide and sustain more than 8,500 jobs	The Order Limits of the Project no longer extend to the Port of Tilbury.			X	
9-9.52	In order for the Project to connect to Tilbury Substation, it will need to cross the high voltage cables being laid as part of the Lower Thames Crossing (LTC), adjacent to the railway line – this is Work No. MU27 in the LTC proposals and is shown as the yellow line on Plan 4. It is not clear whether National Grid are aware of this, and that MU27 will also be undergrounded. Specific consideration must be given to the potential effects of this crossing and the need to manage electromagnetic compatibility issues	National Grid notes the respondent's feedback. When designing the Project for both the permanent and temporary works the Project team have considered known third-party developments that are within the planning system. At this location National Grid has engaged directly with Lower Thames Crossing (LTC) to coordinate the respective project designs. As such we are aware of all the utility diversion and mitigation work required for LTC and have design the Project with them in mind. At our statutory consultation Work No. MU27 in the LTC proposals was proposed to be crossed via trenchless underground cables as part of the Project, thus it would have been unaffected. However, considering the refined Project proposals to connect into a new Tilbury North substation further north, the Project no longer interacts with LTC Work No. MU27.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-9.53	Port of Tilbury London Limited (PoTLL) acknowledge that, due to the location of the Tilbury Substation, some limited access may be necessary in relation to works to the Substation itself. Any proposal to use the Tilbury2 access and Substation Road for such limited purposes will require National Grid to comply with all Port regulations and byelaws and to enter into an agreement with PoTLL that includes: (a) regular information sharing of anticipated construction traffic volumes; (b) a commitment to proactively engage with and agree shared access arrangements with other stakeholders (e.g. LTC), in particular where the combined construction traffic flows exceed the permitted capacity of the road; (c) monitoring of construction traffic flows, including on the strategic highway network leading to the Tilbury2 access and within the Port, through the implementation of a protocol equivalent to that agreed with National Highways to manage LTC construction traffic and a commitment to joint working to manage the cumulative effects of construction traffic from both LTC and N2T; (d) a commitment to use other routes if the N2T flows will mean construction traffic cannot be effectively managed on Substation Road; (e) a rail crossing risk assessment;	The Order Limits of the Project no longer extend to the Port of Tilbury. National Grid continues to engage with National Highways, Thurrock Highway Authority and others regarding transport routes and will engage with Port of Tilbury London Limited (PoTLL) as appropriate.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	(f) measures to manage the potential for N2T traffic to restrict access to or block accesses within and exits from the Port; (g) detailed proposals for where vehicles will be gated, assessment of the impact of this to Port operations, and binding commitments the ensure construction traffic does not interfere with the use of the Port; (h) payment of an access fee for the use of Port infrastructure and contribution to maintenance costs. In addition, for any works that are proposed to be carried out to Port infrastructure, including roads, a commuted sum will be payable to cover the long-term maintenance costs of altered infrastructure					
9-9.54	To the extent that, following engagement with Port of Tilbury London Limited (PoTLL), it is agreed that PoTLL's land may be required to be used for the Project, the draft Development Consent Order (DCO) and management plans submitted with the Application must include clear restrictions and controls in relation to this land. Whilst flexibility is typically sought in DCO applications, and is understandable to a degree, the corollary of flexibility is uncertainty. This uncertainty will harm investment and development potential, even if land and rights over that land are not being acquired directly, due to	The Order Limits of the Project no longer extend to the Port of Tilbury.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	the risk of impacts to the Port from improper management of the Project					
9-9.55	Criticism the Preliminary Environmental Information Report (PEIR) does not fully identify and consider the relevance and applicability of important legislation and policy that applies in the vicinity of the Tilbury Substation and in relation to direct and indirect impacts of the Project (in relation to Chapter 2)	The Order Limits of the Project no longer extend to the Port of Tilbury. Legislation and policy and how it applies in the Project is outlined in the Planning Statement (document reference 5.6) and Policy Compliance Document (document reference 5.7).			X	
9-9.56	Criticism that the Project falls short of achieving the broader Government policies in how it interacts with the Port and the national networks close to the Port of Tilbury (in particular, National Grid have not engaged with the policy in the National Policy Statement for Energy (NPS EN-5) at paragraph 2.7.1)	The Order Limits of the Project no longer extend to the Port of Tilbury. Potential interactions with Port of Tilbury may include engagement where potential transport interfaces are identified or regarding commercial arrangements to import construction material via Port facilities.			X	
9-9.57	Suggest that in order to mitigate the impact of the Project on the Port of Tilbury, National Grid proactively engage with developers of overlapping and adjacent major projects and National Significant Infrastructure Projects (NSIPs) to the Project (such as through the Thames Estuary Working Group)	National Grid has engaged with the Thames Estuary Working Group and other developers to the extent relevant to the Project or which has been achievable or accepted by the third parties. The Order Limits of the Project no longer extend to the Port of Tilbury and National Grid has adjusted its participation in such discussions accordingly.			X	
9-9.58	Criticism that Port of Tilbury London Limited (PoTLL) have not been consulted for the route of the cable into the Tilbury Substation, and criticism that	National Grid disagrees with the respondent's view on consultation and notes a number of direct engagements as well as the provision of printed material. Regardless			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	National Grid do not seem to have considered publicly available information in relation to the Port of Tilbury, such as the Freeport designation and the designation of that Freeport land as a Tier 1 employment site in the Emerging Thurrock Local Plan / Criticism that the routing options have not been adequately assessed as a result, with the Project set to harm the Thames Freeport and have potential consequential operational effects and costs on the Port of Tilbury as a whole and economic performance and outputs for the UK economy	of this the Order Limits of the Project no longer extend to the Port of Tilbury.				
9-9.59	Criticism of Optioneering Process for the Project / Port of Tilbury London Limited (PoTLL) has been unable to find any detailed information setting out how the potential options for the cable route approaching Tilbury Substation were assessed (e.g. this is the case from both a technical feasibility perspective, and when considering the environmental effects of the route options) / Criticism that The Design Development Report and appendices, updated for statutory consultation, do not provide any information about routing into the Tilbury Substation, south of the railway line (e.g. there is simply no information about what "*further detailed investigation*" was carried out in the two years since the 2022 Report or what factors were identified (or not identified) as being relevant to this routing)	The Order Limits of the Project no longer extend to the Port of Tilbury.			X	

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9-9.60	Criticism made in relation to the Port of Tilbury, that the Preliminary Environmental Information Report (PEIR) does not meet Regulation 12 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 which requires that the preliminary environmental information that is consulted on must be that which "*is required for the consultation bodies to develop an informed view of the likely significant effects (LSEs) of the development (and of any associated development)*"	The Order Limits of the Project no longer extend to the Port of Tilbury.			X	
9-9.61	Criticism a number of key requirements identified in the Scoping Opinion have not been implemented by National Grid in the Preliminary Environmental Information Report (PEIR), such as: any cumulative assessment of the Freeport (at Tilbury); the parameters of environmental assessment have been narrowed for some chapters, including the exclusion of construction traffic impacts to the strategic and major road network that will be utilised; updated guidance has not been used, resulting in misleading findings, in particular the continued use of legacy Institute of Environmental Management and Assessment (IEMA) 1993 traffic assessment guidance; and there are a number of errors that raise questions about the adequacy of the way the assessments are being carried out, including finding no evidence of water voles despite water vole	The assessment of the strategic road network (SRN) and Major Road Network (MRN) has been included in the Transport Assessment (document reference 7.11) and Chapter 16: Traffic and Transport (document reference 6.16) of the Environmental Statement (ES). Cumulative impact from other planning applications has also been considered in both the Transport Assessment (document reference 7.11) and Chapter 16: Traffic and Transport (document reference 6.16) of the ES. The latest Institute of Environmental Management and Assessment Guidance (2023) has been considered for the traffic and transport assessment, as agreed with Local Highways Authorities and National Highways. Water vole surveys had not been completed at the time of drafting the Preliminary Environmental Information Report (PEIR).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	compensation habitat being located adjacent to Tilbury Substation	Water vole surveys have now been completed and are presented within Appendix 8.13: Otter and Water Vole Surveys (document reference 6.8.13) of ES Chapter 8: Ecology and Biodiversity (document reference 6.8). The land around the Tilbury Substation no longer falls within the Project Order Limits.				
9-9.62	Concern that the project timeline does not include sufficient time for alternatives to be considered and additional environmental assessments to be carried out and for the outcomes of this to inform the location and design of the Project and the mitigation and compensation required. This work must be carried out urgently, with changes made to the design to mitigate the likely significant effects (LSEs) of the Project and avoid serious detriment being caused to Port of Tilbury London Limited's (PoTLLs) statutory undertaking	Following consideration of feedback, direct engagement with relevant parties and further technical review, National Grid has modified the connection arrangements at Tilbury. We now propose to connect to the National Electricity Transmission System by establishing a new 'Tilbury North' substation to the south of Orsett Golf Course which would be connected into the existing 400 kV overhead line (running north from the existing Tilbury Substation). The Order Limits of the Project no longer extend to the Port of Tilbury. As such the concerns raised will not arise, so the feedback has been superseded by a change to the Project.			X	
9-9.63	Criticism that National Grid are not following the principles of good design identified in the new Pre-Application Guidance, namely that a diverse range of people including environmental specialists and community groups should be involved in informing the project vision, narrative, design principles and project design process (criticism made in relation to the Port of Tilbury)	In May 2024 the Planning Inspectorate published Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus. Since its publication National Grid has transitioned to aligning with this document, despite beginning development prior to its publication. Prior to its publication National Grid developed the Project in line with all relevant policy and guidance that was relevant which has included extensive consultation			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with a wide range of stakeholder groups including technical specialists and local communities. National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, and the statutory consultation, targeted consultations, and landowner consultation, the alternatives available, and other factors including our duties and obligations.				
9-9.64	Criticism that the Preliminary Environmental Information Report (PEIR) documentation focusing on ecology does not have relevant or important details within it that are readily available, thus the conclusions are unreliable (in relation to the Port of Tilbury) / Request that the Project is designed in a way that demonstratively applies the mitigation hierarchy and that the Project is delivered in an environmentally responsible manner and in a manner that takes due account of the multi-layered constraints and development pressures applying to the land in the vicinity of the Tilbury Substation	Following consideration of feedback, direct engagement with relevant parties and further technical review, National Grid has modified the connection arrangements at Tilbury. We now propose to connect to the National Electricity Transmission System by establishing a new 'Tilbury North' substation to the south of Orsett Golf Course which would be connected into the existing 400 kV overhead line (running north from the existing Tilbury Substation). The Order Limits of the Project no longer extend to the Port of Tilbury. As such the concerns raised will not arise, so the feedback has been superseded by a change to the Project.			X	
9-9.65	Criticism made in relation to the Port of Tilbury, that within the Preliminary Environmental Information Report (PEIR), National Grid describe that the study area that is a 1 km radius from the Local Study Area as only being for "*the assessment of potential effects on businesses where visual effects are an economic*	National Grid submitted an Environmental Impact Assessment (EIA) Scoping Report (document reference 6.19) to the Planning Inspectorate on 7 November 2022. The Planning Inspectorate (on behalf of the Secretary of State) formally adopted its Scoping Opinion (document			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	consideration" (in relation to paragraph 15.5.2 of the PEIR) / Criticism that this suggests that National Grid has considered that there is a potential for only the visual effects of the Project during construction to give rise to impacts that extend beyond the boundary of the proposed Norwich to Tilbury (N2T) Order Limits (e.g. this is wholly unsustainable given the extensive effects of the construction of the Project that will occur beyond the proposed Order Limits)	reference 6.20) on 14 December 2022 which has informed the scope of the EIA for the Project. Local Study Areas for the Project have also been defined and agreed with the relevant stakeholders. Land within the ownership of the Port of Tilbury is no longer within 1 km of the Order Limits of the Project.				
9-9.66	Request that in relation to the Preliminary Environmental Information Report (PEIR) Chapter 16: Traffic and Transport, the Construction Traffic Management Plan (CTMP) must include Port of Tilbury London Limited (PoTLL) as a stakeholder	The Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) submitted with the Development Consent Order (DCO) application names the Port of Tilbury London Limited (PoTLL) as a consultee for the CTMP to be developed by the Main Works Contractor(s).			X	
9-9.67	Request that in relation to the Preliminary Environmental Information Report (PEIR) Chapter 16: Traffic and Transport, the cumulative assessment must include Thurrock Flexible Generation Plant (TFGP), Lower Thames Crossing (LTC), the Thames Freeport (including Tilbury 3) and National Grids Grain to Tilbury Tunnel Replacement	National Grid has liaised with Local Planning Authorities including Thurrock Council to confirm which development proposals it should include as part of the cumulative assessment relevant to the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) Chapter 16: Traffic and Transport (document reference 6.16).			X	
9-9.68	Criticism made in relation to the Port of Tilbury, that within the Preliminary Environmental Information Report (PEIR), paragraph 16.5.2, the study area has been limited to only the Primary Access Routes (PAR), excluding the Strategic Road Network (SRN)	The updated study area includes the wider road network (SRN/MRN) that might experience changes in traffic patterns resulting from the Project. This is set out in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) Chapter 16: Traffic			X	

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	and Major Road Network (MRN) which construction traffic must utilise in order to access the PAR, with no explanation is provided for why the SRN and MRN have been excluded from assessment	and Transport (document reference 6.16), submitted with the Development Consent Order (DCO) application.				
9-9.69	Criticism made in relation to the Port of Tilbury that National Grid have only considered a 150m radius of the primary access routes (in relation to paragraph 16.5.3 of the Preliminary Environmental Information Report (PEIR)) / Suggest that the full route that must be taken by construction traffic must be assessed to ensure that impacts from construction traffic on the highway network are identified, particularly given the baseline, future baseline and likely cumulative position on the Strategic Road Network (SRN) in and around Tilbury	The Environmental Statement (ES) (document reference Volume 6: Environmental Statement) Chapter 16: Traffic and Transport (document reference 6.16), submitted with the Development Consent Order (DCO) application, assesses the full route of each Primary Access Route (PAR). The 150 m radius refers to the lateral extent of the assessment corridor along each PAR.			X	
9-9.70	Criticism that National Grid have regarded within the Preliminary Environmental Information Report (PEIR) that the Tilbury2 access road it is not a sensitive link and as the increase is below the Rule 1 30% threshold there is no need for further assessment / Criticism that this shows that National Grid have applied the 1993 Institute of Environmental Management and Assessment (IEMA) Guidance as opposed to the 2023 revised IEMA Guidance	The Project is no longer proposing to use the Tilbury2 access road. Note also that the Order Limits of the Project no longer extend to the Port of Tilbury.			X	
9-9.71	Request that National Grid should take forward the Thurrock Flexible Generation Project (TFGP) to the	National Grid has liaised with Local Planning Authorities including Thurrock Council to confirm which			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Stage 2 Short List for full assessment, as the construction timeframes of TFGP have previously been delayed and the construction of TFGP is due to be completed just six months prior to the start of the construction of the Project	development proposals it should include as part of the cumulative assessment relevant to the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) Chapter 16: Traffic and Transport (document reference 6.16).				
9-9.72	Request that National Grid consider the National Policy Statement for Ports (NPSP) for the Project	National Grid has considered the National Planning Statement (NPS) for Ports within the development of the Project and within the Planning Statement (document reference 5.6). Additionally, there has been a change to the means of connecting at Tilbury such that there are no direct interfaces with the port or the Freeport, so effects covered by the NPS for ports are minimal.			X	
Design Change						
9-9.73	Oppose the use of underground cables	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the statutory consultation, targeted consultations, and landowner consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that '*the government's position that overhead lines should be the strong starting presumption for electricity networks*		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project has incorporated suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data.				
9-9.74	Suggest a minimum distance that the Project should be sited from residential areas / residences	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Appendix I22 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we have modified the alignment in various locations to increase separation to properties where this			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		is possible without undue deviation or transfer of effects to other similar properties or other receptors. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). This assesses the impact of the Project and identifies the need for additional mitigation if required.				
9-9.75	Suggest that existing overhead lines in this section should be removed	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.			X	

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9-9.76	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with NPS EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-9.77	Suggest that the existing overhead lines in this section are reinforced / upgraded instead	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations would be required to accommodate the changing demands on the network.			X	
9-9.78	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation and Tilbury North substation and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise				

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		associated with overhead lines from the Environmental Statement (ES). In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual amenity. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is				

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		National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.				
9-9.79	Suggest that the Project should run in closer to / parallel to the existing overhead lines	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased			X	

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		effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.				
9-9.80	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is "*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty)*". Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		justified. Therefore, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of				

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		Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.				
9-9.81	Suggest that underground cables are used in populated / residential areas	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB)*'. Where no such			X	

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		designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at all populated or residential areas in this section would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

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9-9.82	Suggest that underground cables are used from Stanford-le-Hope north to the A127 (e.g. to reduce the long-term impacts in this area as well as removing any future hazards due to proximity to Thurrock Airfield)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is "*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB)*". Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project from Stanford-le-Hope north to the A127 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. In relation to potential aviation impacts, National Grid has appointed an independent aviation consultancy who has engaged with Thurrock Airfield (with National Grid also present) to inform their impact assessment. As a result, changes have been made in this area by altering the design to lower height pylons running parallel to the existing 132 kV overhead line Given the existence of the 132 kV overhead line, the addition of the proposed National Grid pylons is assessed to not be detrimental to the operability of Thurrock Airfield. The need for underground cables is not justified in the grounds of aviation impacts. We are continuing to engage with the operators to confirm the acceptability of the proposals. Further information on the assessment of airfields can be found				

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		in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-9.83	Suggest that the use of underground cables should be extended north in this section to the A13 crossing (e.g. to reduce the potential impact to the Site of Special Scientific Interest (SSSI) habitats located east of East Tilbury where migrating birds would be travelling to those marshes)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is "*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*". Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due			X	

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		consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project from Tilbury North substation to the A13 crossing would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-9.84	Suggest that the Project is routed through the Fens at Orsett (instead of near Horndon on the Hill)	The exact route proposed in the respondent's feedback is not clear, however alternative routes passing to the west of the Project have been considered but considered to be less preferred. Whilst noting effects at Horndon on the Hill may be reduced, a route west of Bulphan was less preferred, as set out in the 2023 Design Development Report (available on the Project website), due to a transfer of effects and increased effects on the Grade I listed church at Bulphan. It is also			X	

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		expected to lead to greater effects on Thurrock Airfield likely to lead to either its closure or a section of underground cable at much greater cost. Routes further west into Orsett Fen present technical challenges for onwards routing past Orsett and are constrained to the same general corridor to cross the A13. Some reduction in effects may occur at Horndon on the Hill but is matched (or exceeded) by a transfer of effects to other receptors on a route that is longer, less direct and less consistent with Holford Rule 3. Therefore, no change is proposed.				
9-9.85	Suggest that the Project uses underground cables at Orsett Golf Club	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is "*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))"*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Orsett Golf Course would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-9.86	Suggest that the Project is rerouted to the area to the east of Orsett Golf Club / Disagree with National	National Grid has considered the respondent's feedback and has reviewed multiple alternative alignments in this			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Grid regarding this not being possible due to the presence of a landfill site, as further research has indicated that this is not the case, and that the land is much lower than the course and is not landfill, and disagree that the Project could not be located on an industrial area (rather than on greenfield)	area. We have proposed a slight change to the alignment between TB260-TB261 which would cross the course at a location further north and at an increased height, which we believe mitigates impacts to the playability of the course. A route to the east of the golf club would increase interaction with the quarry, would introduce additional angle pylons in order to divert around the course, introducing engineering complexities and increasing environmental impacts due to the requirement to cross a section of woodland. A route round the east of the course is therefore less preferred and is not being taken forward.				
9-9.87	Suggest that the Project is relocated further west to follow the existing lines (plan provided by respondent) to mitigate impact on residential properties along Horndon Road	National Grid has considered alternatives to the west of Saffron Gardens or following the existing 132 kV connection as set out in the 2023 and 2024 Design Development Reports but considered them less preferred due to transfer of effects and greater heritage effects for the former and insufficient space between existing residential properties for the latter. In the absence of new evidence or the identification of further factors no change is proposed.			X	
9-9.88	Suggest that the Project is rerouted to follow the A13	The 2022 Corridor and Preliminary Routeing and Siting Study considered alternative corridors including a corridor via Rayleigh Substation and broadly following the A13 and existing overhead lattice pylon line. This was less preferred due to very constrained routeing at some locations and also because of greater effects on			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		areas designated for ecological interest such as Special Protection Areas (SPA). Legislation is such that where available, other corridors should be followed where effects on the SPA are reduced. In the absence of new evidence or the identification of further factors there is no change in these factors and no change is proposed.				
9-9.89	Suggest that the Project is rerouted to avoid the loss of trees that have recently been planted around Orsett Golf Club by the Thames Chase Trust	National Grid has considered feedback from Orsett Golf Course and has reviewed multiple alternative alignments. A route to the east of the golf club would increase interaction with the quarry, would introduce additional angle pylons in order to divert around the course which would be less compliant with the Holford Rules, introducing engineering complexities and increasing environmental impacts due to the requirement to cross a section of woodland. A summary of the Holford Rules is provided within Appendix I22 of this report. A route round the east of the course is therefore less preferred and is not being taken forward. We have proposed a slight change to the alignment between TB260-TB261 which would cross the course at a location further north and at an increased height, which we believe mitigates impacts to the playability of the course. We have undertaken an Environmental Impact Assessment (EIA) which has assessed impacts of the Project and recommended mitigation where required.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-9.90	Suggest that the pylons at Orsett Golf Club are instead sited to the back of the 16th green and 17th tee on farmland and landfill areas / Suggest that if the land is not stable enough then the pylons are seated on a pile foundation	National Grid has considered feedback from Orsett Golf Course and has reviewed multiple alternative alignments. A route to the east of the golf club would increase interaction with the quarry, would introduce additional angle pylons in order to divert around the course which would be less compliant with the Holford Rules, introducing engineering complexities and increasing environmental impacts due to the requirement to cross a section of woodland. A summary of the Holford Rules is provided within Appendix I22 of this report. A route round the east of the course is therefore less preferred and is not being taken forward. We have proposed a slight change to the alignment between TB260-TB261 which would cross the course at a location further north and at an increased height, which we believe mitigates impacts to the playability of the course.			X	X
9-9.91	Suggest that the Project is rerouted further by Cholleys Farmhouse (e.g. this is derelict and will mitigate impact on views and on residents)	National Grid has reviewed the respondent's suggestion for the alignment to either follow the 132 kV overhead line, or alternatively, to pass to the western side of Saffron Gardens noting that Cholley's Farm (a Grade II Listed building) was in their opinion derelict. In the absence of new evidence, the reasons for not preferring a route close to or adopting the 132 kV overhead line, as set out in the 2023 Design Development Report (available on the Project website), remain valid. There is insufficient space between residential properties as well as constraints from previous minerals and landfill			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		workings and the routeing of a gas pipeline. The state of repair of the listed building also has no bearing on the validity of the listing. For these reasons, no change is proposed.				
9-9.92	Suggest that at Orsett Golf Club, the Project is relocated by 100 yards onto a gravel pit (which runs directly behind the Project)	National Grid has considered feedback from Orsett Golf Course and has reviewed multiple alternative alignments. A route to the east of the golf club would increase interaction with the quarry, would introduce additional angle pylons in order to divert around the course which would be less compliant with the Holford Rules, introducing engineering complexities and increasing environmental impacts due to the requirement to cross a section of woodland. A summary of the Holford Rules is provided within Appendix I22 of this report. A route round the east of the course is therefore less preferred and is not being taken forward. We have proposed a slight change to the alignment between TB260-TB261 which would cross the course at a location further north and at an increased height, which we believe mitigates impacts to the playability of the course.			X	X
9-9.93	Suggest that the Project is rerouted approximately 150 m south of the current proposal at Orsett Golf Club (e.g. to mitigate impact on this historical local asset)	National Grid has considered feedback from Orsett Golf Course and has reviewed multiple alternative alignments. A route to the east of the golf club would increase interaction with the quarry, would introduce additional angle pylons in order to divert around the course which would be less compliant with the Holford			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Rules, introducing engineering complexities and increasing environmental impacts due to the requirement to cross a section of woodland. A summary of the Holford Rules is provided within Appendix I22 of this report. A route round the east of the course is therefore less preferred and is not being taken forward.				
9-9.94	Suggest that underground cables are used as the Project passes under Orsett Golf Club, and that these are undertaken through the use of micro-tunnelling (instead of cut and cover excavation technique)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is "*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*". Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Orsett Golf Course would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-9.95	Suggest that the Pylon TB260 and / or TB261 is relocated to mitigate impact on Orsett Golf Club	National Grid has considered feedback from Orsett Golf Course and has reviewed multiple alternative alignments. We have proposed a slight change to the alignment between TB260-TB261 which would cross the course at a location further north and at an increased			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		height, which we believe mitigates impacts to the playability of the course.				
9-9.96	Suggest that pylon is relocated back into the field away from Horndon Road, out of sight and away from the public walking routes, where there already are pylons / Suggest that underground cables are used at Horndon Road	National Grid has previously considered whether the existing 132 kV overhead line provided an opportunity for the 400 kV overhead line alignment. The reasons why this was not taken forward are set out in paragraphs 5.5.148 in the 2023 Design Development Report and paragraph 5.4.219 in the 2024 Design Development Report (available on the Project website). No new evidence has been provided nor other factors Identified to suggest this decision should be changed National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is "*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*". Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Horndon Road would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. For these reasons no change is proposed.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-9.97	Suggest that underground cables are used between Pylons TB247 and TB255 / Suggest that Pylons TB247 to TB255 are relocated next to the existing pylons further west and away from dwelling (e.g. to mitigate impact on properties and views)	National Grid has previously considered whether the existing 132 kV overhead line provided an opportunity for the 400 kV overhead line alignment. The reasons why this was not taken forward are set out in paragraphs 5.5.148 in the 2023 Design Development Report and paragraph 5.4.219 in the 2024 Design Development Report (available on the Project website). No new evidence has been provided nor other factors Identified to suggest this decision should be changed. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is "*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*". Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between TB247 and TB255 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. For these reasons no change is proposed.				
9-9.98	Suggest that Pylons TB259, TB260 and TB261 are relocated with the Project instead utilising the existing route south-east of the club then connecting to Pylons TB262 and TB263 as proposed by	National Grid has considered feedback from Orsett Golf Course and has reviewed multiple alternative alignments. A route to the east of the golf club would increase interaction with the quarry, would introduce			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	National Grid (e.g. to bypass and mitigate impact on Orsett Golf Club)	additional angle pylons in order to divert around the course which would be less compliant with the Holford Rules, introducing engineering complexities and increasing environmental impacts due to the requirement to cross a section of woodland. A summary of the Holford Rules is provided within Appendix I22 of this report. A route round the east of the course is therefore less preferred and is not being taken forward. We have proposed a slight change to the alignment between TB260-TB261 which would cross the course at a location further north and at an increased height, which we believe mitigates impacts to the playability of the course.				
9-9.99	Suggest that the Project is re-routed to the west in conjunction with the proposed Lower Thames Crossing which would avoid impact on Orsett Golf Course	With two existing overhead lines immediately adjacent to the proposed Lower Thames Crossing and various heritage assets and residential property to either side of these infrastructure elements, there is insufficient space to also route the Project. This suggestion is therefore not viable and not taken forward.			X	
9-9.100	Criticism that the Project transitions to underground cables immediately after the practice area / Suggest that the substation is relocated north by 400 yards (e.g. to mitigate visual impact)	The transition to underground cable was located in response to the need to cross the Lower Thames Crossing (LTC) proposals with underground cables due to insufficient space being available to cross with overhead line. National Grid's duties to be economic and efficient guide the need to ensure the length of the 400 kV cable is designed to be as short as possible. Extending the underground cable to the north of the golf			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		course would increase costs by several million pounds and would also require the use of open cut trenches to install cables across the golf course with closure of the crossed holes over many months and with increased requirement for tree removal. On this basis, no change is proposed.				
9-9.101	Suggest the Project is rerouted to follow route provided by respondent (plan provided by respondent)	The route and technology parts of the response are considered less preferred and not taken forward as part of the proposals on the basis of the following reasons. Parts of the proposed route coincides with corridor sections considered previously as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation. The reasons for these continuing to be less preferred are unchanged as no new evidence is provided. They include, for example, the route south from Feering to Rayleigh which amongst other constraints has the potential for greater interface with the Special Protection Area (SPA) designations and qualifying features, and as such is less preferred to the Project which is at much greater distance from the designated areas. It is noted that some sections of the proposed route are relatively unconstrained however there are also some sections that are heavily constrained. Some examples of these constraint areas include the following: the crossing of the Waveney is still required (contrary to the respondents assertion) and is in the vicinity of Scole with a range of constraints to routeing; the section around			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Yaxley and Eye is also very constrained by the extent of existing residential properties and built development; installing as underground cable as part of improving the A12 has been raised by other feedback but would lead to substantial disruption to traffic movement during construction as well as during maintenance given that a requirement for excavation to repair cables can be envisaged at some stage. As such the combination of proposed route alignment and technology is considered less preferred. The response also proposes the use of underground cables to reduce effects on residential amenity in various locations or to facilitate installation in tandem with potential road improvements. This is inconsistent with policy on the use of underground cables as set out in National Policy Statement (NPS) EN-5 and is also inconsistent with National Grid's duties under the Electricity Act 1989.				
9-9.102	Suggest that the Project is rerouted to continue south from Stanford-le-Hope between Linford and Mucking and then around East Tilbury in order to reach Tilbury Substation	National Grid notes the respondent's feedback. Alternative corridors following the Rayleigh to Tilbury overhead line and to the east of Tilbury have been considered previously but are less preferred. The reasons are reported within the Corridor and Preliminary Routing & Siting Study (CPRSS) published in 2022 and within the 2023 Design Development Report (available on the Project website). The main reason for not preferring the Rayleigh to Tilbury corridor was impacts on ecological designations including Special Protection			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Area (SPA) with other routes to be taken forward in preference if they avoid or have reduced interface with the SPA and to not route to the east of East Tilbury due to the corridor being overly constrained by other infrastructure and made ground in addition to increasing community effects. In the absence of new evidence or the identification of further factors there is no change proposed.				
9-9.103	Suggest that taller pylons are used at Orsett Golf Club to mitigate the impact of golfers inadvertently striking the overhead lines	National Grid has considered feedback from Orsett Golf Course and has reviewed multiple alternative alignments. We have proposed a slight change to the alignment between TB260-TB261 which would cross the course at a location further north and at an increased height, which we believe mitigates impacts to the playability of the course.			X	X
9-9.104	Suggest that underground cables are considered for Orsett Golf Club, and that a fast track, low impact approach is taken to burying cables at / within vicinity of the golf club to minimise disruption	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is "*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))". Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Orsett Golf Course would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference 6.13) and this has identified any need for additional mitigation.				
9-9.105	Suggest that the Project is rerouted to take a more easterly / southerly route after Pylon TB259, such that Pylons TB260 and TB161 are relocated to an industrial brownfield site, before skirting to the southern end across the Golf Club practice area, or if this is not possible, suggest relocating Pylon TB260 at the extreme westerly corner of the Golf Club, before skirting the southerly end across the Golf Club practice area	National Grid has considered feedback from Orsett Golf Course and has reviewed multiple alternative alignments. A route to the east of the golf club would increase interaction with the quarry, would introduce additional angle pylons in order to divert around the course which would be less compliant with the Holford Rules, introducing engineering complexities and increasing environmental impacts due to the requirement to cross a section of woodland. A summary of the Holford Rules is provided within Appendix I22 of this report. A route round the east of the course is therefore less preferred and is not being taken forward. We have proposed a slight change to the alignment between TB260-TB261 which would cross the course at a location further north and at an increased height, which we believe mitigates impacts to the playability of the course.			X	X
9-9.106	Suggest that the Project is routed south-east (of Thurrock) until the land is passed, and then the Project is routed north	National Grid are unsure which part of the Project the respondent is referring to and without further details we are unable to comment further.			X	
9-9.107	Suggest that underground cables are used from Orsett Golf Club to Tilbury Substation	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is "*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*". Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Orsett Golf Course would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-9.108	Suggest that underground cables are used in the area on the approach to and departure of Thurrock Airfield (known as Runway 25)	National Grid has appointed an independent aviation consultancy who has engaged with Thurrock Airfield (with National Grid also present) to inform their impact assessment. As a result, changes have been made in this area by altering the design to lower height pylons running parallel to the existing 132 kV overhead line. Given the existence of the 132 kV overhead line, the addition of the proposed National Grid pylons is assessed to not be detrimental to the operability of Thurrock Airfield. The need for underground cables is not justified in the grounds of aviation impacts. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2). We will continue to engage with the airfield operators to confirm the acceptability of the proposals.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-9.109	Suggest that either the Project line is straightened between Pylons TB255 and TB258, keeping the line to the west side of Buckingham Hill Road (as this land may be landfill), or that the line is straightened between Pylons TB255 and TB258, with the pylon situated on the hardcore yard on the west side of the road to avoid encroaching upon the Thames Estuary Site of Special Scientific Interest (SSSI) notification project area (e.g. potentially removing the need for an additional pylon, offering a potential cost-saving opportunity for National Grid; to eliminate the necessity for substantial disturbance compensation payments; to remove impact from Maple Park to the north, a valued public open space that is scarce in this part of Essex; to increase the distance from the gas pipe, reducing health and safety concerns)	National Grid has considered the respondent's feedback, and we have reviewed multiple alternative alignments in this location. Due to the presence of Buckingham Hill Road landfill, which does not provide suitable ground conditions for pylon construction, we do not consider it possible to avoid a route to the east of the road. We do not consider that either the Sites of Special Scientific Interest (SSSI) possible notification, nor the use as a community space would be materially compromised by the routeing. We do propose to progress with an extended Order Limit to the west to retain the potential to position a pylon on the household recycling site (which may not be made ground) but this would only progress if an alternative site for such a facility comes forward in an appropriate timescale and if the recycling site is confirmed to have suitable ground conditions.			X	
9-9.110	Suggest that the Project is rerouted north of Horndon-on-the-Hill from Pylon TB233 further west closer to the existing UK Power Networks (UKPN) 132kV line, and away from east facing view of Langdon Ridge Site of Special Scientific Interest (SSSI), into a lower elevation where it does not impose upon the views. The Project should then continue until Pylon TB260/261 (plan provided by respondent)	In response to feedback, National Grid has made a change to the route published at the statutory consultation to closely parallel the 132 kV overhead line in this area immediately to the west of Langdon Hills Golf and Country Club. This includes changing a number of pylons to low height lattice pylons to retain appropriate clearance for flight activity from Thurrock Airfield. Effects from the new infrastructure are not assessed to be at a level to justify replacing the 132 kV overhead line with underground cable. Further information on the assessment of airfields can be found			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-9.111	Suggest that Pylons TB248 to TB261 are relocated to reduce the impact on Horndon on the Hill / Suggest that Pylons TB248, TB259, TB260 and TB261 are relocated away from Horndon Village (e.g. to mitigate impact on heritage and views)	National Grid has reviewed the suggestion for the alignment to be moved further from Horndon on the Hill and Horndon Village. Alternatives are either to follow the 132 kV overhead line, or alternatively, to pass to the western side of Saffron Gardens. In the absence of new evidence or the identification of further factors, the reasons for not preferring a route close to or adopting the 132 kV overhead line, as set out in the 2023 and 2024 Design Development Reports (available on the Project website) remain valid. There is insufficient space between residential properties as well as constraints from previous minerals and landfill workings and the routeing of a gas pipeline. Routeing closer to Cholley's Farm increases heritage effects and transfers community impacts to other residential properties. For these reasons no change is proposed.			X	
9-9.112	Suggest that underground cables are used for the Project between Pylons TB244 and TB254	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		clear (paragraph 2.9.20) that the government's position is "*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*". Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		impact terms), we do not consider the Project between TB244 and TB254 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-9.113	Suggest that Pylons TB249 to TB258 are moved south of Horndon-on-the-Hill, closer to the A128 (e.g. to reduce the impact on residential properties on South Hill Road, Pump Street and Horndon Road)	National Grid has reviewed the suggestion for the alignment to be moved closer to the A128. Alternative means of achieving this are either to follow the 132 kV overhead line, or alternatively, to pass to the western side of Saffron Gardens. In the absence of new evidence or the identification of further factors, the reasons for not preferring a route close to or adopting the 132 kV overhead line, as set out in the 2023 and 2024 Design Development Reports (available on the Project website) remain valid. There is insufficient space between residential properties as well as constraints from previous minerals and landfill workings and the routeing of a gas pipeline. Routeing closer to Cholley's Farm increases heritage effects and transfers community impacts to other residential properties. For these reasons no change is proposed.			X	
9-9.114	Suggest that underground cables are used for the Project between Pylons TB254 and TB256	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is "*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*". Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between TB254 and TB256 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-9.115	Suggest that National Grid should consider that burying the cables underground from the practice field to Tilbury is extended to the segments crossing Orsett Golf Club's fairways	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is "*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB)"*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Orsett Golf Course would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-9.116	Suggest that proposed access road from North Hill (B1007) which is planned to the east of the Project on land adjacent to the B1007 is rerouted to the west	Following a change to the alignment between TB234 and TB243 (now TB237 and TB244) the access from			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	of the Project for access from Brentwood Road rather than North Hill (plan provided by respondent) (e.g. to mitigate impact on respondents' land)	North Hill has been amended as requested by the respondent.				
9-9.117	Suggest that Pylons TB255 to TB261 are relocated away from Orsett Golf Club (e.g. to mitigate impact on views, business and health and safety issues from the likelihood of balls striking on the cables)	National Grid has considered feedback from Orsett Golf Course and has reviewed multiple alternative alignments. A route to the east of the golf club would increase interaction with the quarry, would introduce additional angle pylons in order to divert around the course which would be less compliant with the Holford Rules, introducing engineering complexities and increasing environmental impacts due to the requirement to cross a section of woodland. A summary of the Holford Rules is provided within Appendix I22 of this report. A route round the east of the course is therefore less preferred and is not being taken forward. We have proposed a slight change to the alignment between TB260-TB261 which would cross the course at a location further north and at an increased height, which we believe mitigates impacts to the playability of the course.			X	X
9-9.118	Suggest the project reverts to original plan, routing directly from the north into Tilbury Substation, as this would move the tunnelling start / end areas to approximately 700 m away from the closest properties, mitigating the potential impact on the environment, such as noise and dust, on local residents and the impact on the Port of Tilbury	National Grid notes the respondent's feedback but considers that the very substantial challenges to connect to Tilbury substation outweigh the benefits perceived by the respondent. Through careful design and construction the effects of noise and dust and other environmental effects can be managed to be at acceptable levels whilst keeping costs low and avoiding the potential for effects			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		on the growth potential and economic activity at the Port of Tilbury and associated developments. Tunnelling as suggested adds substantially to costs and presents technical risk through the tunnel head being within a flood storage area. No change to the Project has been made in response to this feedback				
9-9.119	Suggest the project is underground into the Tilbury Substation as surface-level restrictions exist north of the Tilbury Substation, such as the purpose-built water vole mitigation area, required by the Port of Tilbury (Expansion) Order 2019, which means a trenchless undergrounding method would be necessary	Following consideration of feedback, direct engagement with relevant parties and further technical review, National Grid has modified the connection arrangements at Tilbury. We now propose to connect to the National Electricity Transmission System by establishing a new 'Tilbury North' substation to the south of Orsett Golf Course which would be connected into the existing 400 kV overhead line (running north from the existing Tilbury Substation). As such the concerns raised will not arise, so the feedback has been superseded by a change to the Project.			X	X
9-9.120	Suggest the Project uses underground cables into the Tilbury Substation, using Tunnel Boring Machine (TBM) undergrounding method as Lower Thames Crossing (LTC) is using this method nearby and so there is potential for a coordinated approach to the management of TBM waste arisings, and TBM has lower ongoing maintenance costs when compared with Horizontal Directional Drilling (HDD)	Following consideration of feedback, direct engagement with relevant parties and further technical review, National Grid has modified the connection arrangements at Tilbury. We now propose to connect to the National Electricity Transmission System by establishing a new 'Tilbury North' substation to the south of Orsett Golf Course which would be connected into the existing 400 kV overhead line (running north from the existing Tilbury Substation). As such the concerns raised will not arise,			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		so the feedback has been superseded by a change to the Project.				
9-9.121	Request that TB-CC11 is relocated as under the PA08, compulsory acquisition would not be granted to National Grid due to the land being held for the purposes of a statutory undertaking, as the statutory harbour authority is holding the land for future development purposes, therefore an alternative location must be identified	The Order Limits of the Project no longer extend to the Port of Tilbury.			X	X
9-9.122	Suggest National Grid find an alternative location for TB-CC12 to mitigate impact on Port of Tilbury London Limited (PoTLL) proposal for Tilbury3 and limiting Port development in the area / Criticism that the Project is already having a direct impact on investment activity due to National Grid failing to adequately engage with PoTLL about this proposed use of land / National Grid must review its proposals and identify an alternative location for TB-CC12 that will not cause serious detriment to PoTLL's statutory undertaking, and which does not fetter or limit Port development in the area	The Order Limits of the Project no longer extend to the Port of Tilbury.			X	X
9-9.123	Concern about the impact of the Project on Orsett North and South Services (twin petrol filling station sites), particularly the diversion of services immediately to the east of the sites, and request that the Project will not impact the service stations or their access and egress arrangements (e.g. in	It is not expected that the services will need to be diverted. There is the potential, based on induced currents from the 400 kV overhead line, that alternating current mitigation measures may need to be installed to the ferrous pipeline operated by National Gas and Cadent running adjacent to the petrol stations. The			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	relation to diversions, welfare of road users, road safety). With this, suggest that specialist engineering solutions in relation to electric surge protection and electrostatic discharges are considered for the Project at Orsett North and South Services (e.g. to mitigate impact on business), and request that further engagement is undertaken with the service operator	scope and extent of such mitigation measures will be dependent on the final design arrangements of the Project which will continue to evolve. Factors including, length of parallelism, site specific soil resistivity etc combine to define the requirement for mitigation. The mitigation itself is typically achieved by the installation, alongside the ferrous pipeline (in an area which is likely to have been previously disturbed during construction), of additional earthing which extends away from the crossing point. Consultation between National Grid and the relevant utility provider will confirm the requirement for installed mitigation, based on the final 400 kV design arrangements, which will be implemented by the relevant utility provider under their existing utility operation and maintenance provisions. Impact due to new overhead powerlines (electric surge and electrostatic discharges) National Grid have engaged electrical earthing specialist consultants to assess this. Because petrol stations are considered 'Knowledgeable Authorities' under ENA ERec S41, we aim to try and keep them out of the 650V earth potential rise (EPR) contour created by any nearby pylon during a fault. We have determined through modelling that the lowest EPR contour of concern is typically 200 m away from a pylon. The petrol station properties fall outside of this. Furthermore, we will request and review your ATEX zoning drawings in order to make a site-specific				

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		assessment of contour extents to ensure that faults on the pylons do not cause spark risks. We expect a short road closure on the A13 (approximately up to four hours at night) to get scaffold nets across the A13 and later to remove the nets. Other than this and the aforementioned impact on your slip roads and the A13 to install the AC mitigation, we don't foresee any further interference. If a third party has concerns and wishes to discuss further with the Project team, please do not hesitate to contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-9.124	Suggest that the Project at Horndon on the Hill should be rerouted between the two listed buildings known as Cholleys Farmhouse and Saffron Gardens Farm (e.g. behind the modern barns to the west of Saffron Gardens Farm to mitigate impact on views of the green belt from Orsett Road, Pump Street and Horndon Road, and to reduce number of pylons required, and subsequent cost)	National Grid has reviewed the suggestion for the alignment to pass between Saffron Gardens and Cholley's Farmhouse. In the absence of new evidence or the identification of further factors, the reasons for not preferring the proposed route or a route close to or adopting the existing 132 kV overhead line, as set out in the 2023 and 2024 Design Development Reports (available on the Project website) remain valid. There is insufficient space between the residential properties as well as constraints from previous minerals			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and landfill workings and the routeing of a high-pressure gas pipeline. The state of repair of the listed building (Cholley's Farmhouse) also has no bearing on the validity of the listing and routeing closer to these properties transfers community impacts to other residential properties. For these reasons, no change is proposed.				
9-9.125	Suggest that Pylons TB258 and TB259 are relocated away from respondent's land near Stanford Road / Buckingham Hill Road, Thurrock (plan provided by respondent) (e.g. to mitigate impact on future residential development), and request that National Grid support the respondent in obtaining changes to the Lower Thames Crossing Scheme regarding a second land holding on Holford Road (plan provided by respondent)	National Grid is not able to get involved in discussions between third parties. The position of the pylons referred to (TB258 and TB259 which are now TB259 and TB260) are in part informed by the connection required south of the golf course and to the extent possible are positioned within an approximately 80 m wide safety zone from a gas pipeline, free from built development. Routes to the east are restricted by the historic landfill or interact with other quarrying/processing and to the south also interact with other made ground and secondary aggregate processing and require a large change of direction and are considered less consistent with Holford Rule 3. A summary of the Holford Rules is provided within Appendix I22 of this report.			X	
9-9.126	Suggest alternative route for the Project between Pylons TB240 and TB244 (e.g. to mitigate impact on respondent's oil recycling business), with Pylon TB244 becoming the turning point. With this, suggest an alternative access route using the lane between the B188 and Black Bush Lane	The alignment of TB240 to TB244 has been modified in this area with the principle influence being establishing an arrangement to allow for continued flight activity at Thurrock airfield. The Project alignment also meets previously expressed preferences for a parallel arrangement with existing overhead line to reduce			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape effects. Further engagement with the respondent has proposed specific arrangements which allow for continued use of the majority of the landholding for the business activity subject to specific arrangements to deal with limited periods when restrictions may be required. National Grid is continuing to develop the detail of the arrangements with the landowner. An amendment to access arrangements has been incorporated.				
9-9.127	Concern about pylons located in Flood Zone 3 of the Tilbury Flood Storage Area, and suggest that justification should be provided in the Flood Risk Assessment (FRA) as to why the pylons cannot be relocated into Flood Zone 1. If they are to remain in Flood Zone 3 then level for level compensatory flood storage should be provided for the volume of storage taken up by each tower, to the height of the 1% AEP with climate change, to ensure the towers do not increase flood risk elsewhere, as required by the Exception Test. The flood storage should be provided by lowering higher land down to the level at which the flood storage was removed by the construction of the towers. This is particularly important in Flood Zone 3b where development should not result in a net loss of floodplain storage. The towers should also be designed to remain operational in a flood. Similarly, concern that, the substation at Tilbury is located in Flood Zone 3 and its location appears to	As detailed in the Flood Risk Assessment (FRA) (document reference 7.9) that has been prepared, Project design changes since statutory consultation have removed all works (both temporary and permanent) from the Tilbury Flood Storage Area and the defended floodplain of the River Thames (Flood Zone 2 and Flood Zone 3). Proposals to extend the existing Tilbury Substation have also been removed from the Project, with the alternative, a new substation at Tilbury North, adjacent to Orsett Golf Course and situated in Flood Zone 1.	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	overlay many ordinary watercourses. The impacts on the ordinary watercourses should be assessed in the FRA and permits for the works should be obtained from the LLFA. The flood zones in this location are defended tidal flood zones so an assessment of the impacts of the removal of flood storage on the breach flood risk within the area should be undertaken, and flood compensation provided if the impacts are not insignificant. The FRA should also detail how the substation would remain resilient and operational in a flood resulting from a breach of the flood defences					
9-9.128	Concern about compounds for the Project within the Tilbury Flood Storage Area, and oppose these unless offset capacity, temporary or otherwise, is provided for lost storage. Request for further details on these proposals	As detailed in the Flood Risk Assessment (FRA) (document reference 7.9) that has been prepared, Project design changes since statutory consultation have removed all proposed works (both temporary and permanent) from the Tilbury Flood Storage Area.	X			X
9-9.129	Suggest that trenchless crossing methods should be used for the Project across main river crossings within the Tilbury Flood Storage Area as once complete underground structures would have less effect on flood risk/flow routes. However, either method would require permits for all works within 8 m of fluvial main rivers and 16 m of tidal main rivers. For the proposed trenchless crossing to qualify for Flood Risk Activity Permit Exemption FRA3 then the cables should be laid at least 1.5 m below the hard	As detailed in the Flood Risk Assessment (FRA) (document reference 7.9) that has been prepared, Project design changes since statutory consultation have removed all proposed works (both temporary and permanent) from the Tilbury Flood Storage Area.	X			X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	bed of the river and should remain at this depth for a distance of 5 m beyond the banks of the river, among other requirements					
9-9.130	Suggest the use of underground cables between Pylons TB249 and TB255 (plan provided by respondent)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is "*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))"*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between TB249 and TB255 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
9-9.131	Suggest the Project is routed directly between Pylons TB249 and TB255 (plan provided by respondent)	National Grid has reviewed the respondent's suggestion for the alignment to either follow the 132 kV overhead line, or alternatively, to pass to the western side of Saffron Gardens. In the absence of new evidence, the reasons for not preferring a route close to or adopting the 132 kV overhead line, as set out in the 2023 and 2024 Design Development Report (available on the Project website), remain valid. There is insufficient space between residential properties as well as constraints from previous minerals and landfill workings			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and the routeing of a gas pipeline. The state of repair of the listed building at Cholley's Farm also has no bearing on the validity of the listing and therefore impacts to the setting of this building need to be taken into account. For these reasons, no change is proposed.				
9-9.132	Suggest the use of trenchless construction methods for underground cables for the Project near the Tilbury Loop Railway and A13 / Site of Special Scientific Interest (SSSI) enlargement project	National Grid has revised its proposals and made a change to the means to connect to Tilbury Substation. As such no works to the south of West Tilbury are now envisaged. Through engagement with Natural England, we are also advised that the focus of the Site of Special Scientific Interest (SSSI) enlargement project is to the east of the railway, and the alignment does not interact with areas under current consideration. As such this change is no longer relevant to the Project being progressed.	X			X
9-9.133	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report, published as part of the Development Consent Order (DCO) application.	X		X	
9-9.134	Suggestion that the Project is routed away from / the Project should not be located at Linford	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Linford. In the absence of a specific basis for the change or a proposed alternative alignment, we have			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the 'Holford Rules' which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Linford.				
9-9.135	Suggestion that the Project is routed away from / the Project should not be located at East Tilbury	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from East Tilbury. Due to a change to the Project this change is no longer relevant to the Project being progressed.			X	
9-9.136	Suggestion that the Project is routed away from / the Project should not be located at Horndon on the Hill	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Horndon on the Hill. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the 'Holford Rules' which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		proposing a change to the alignment at Horndon on the Hill.				
9-9.137	Suggestion that the Project is routed away from / the Project should not be located at Stanford-le-Hope	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Stanford-le-Hope. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the 'Holford Rules' which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Stanford-le-Hope.			X	
9-9.137-1	Suggest that the Project is rerouted around Horndon on the Hill to the south-east of the village	Re-routeing the Project to the south-east of Horndon on the Hill would require additional angle changes, be less direct and be less consistent with Holford Rule 3. A summary of the Holford Rules is provided within Appendix I22 of this report. It would also require the alignment to pass much more closely between residential properties and therefore is less consistent with Holford Rule Supplementary Notes. National Grid has also considered other alternatives including for the alignment to either follow the 132 kV overhead line, or alternatively, to pass to the western side of Saffron			X	

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		Gardens. In the absence of new information or new factors, both options are less preferred as the reasons set out in the 2023 and 2024 Design Development Report (available on the Project website), remain valid. There is insufficient space between residential properties as well as constraints from previous minerals and landfill workings and the routeing of a gas pipeline to follow in parallel or adopt the alignment of the existing 132 kV overhead line. Alternatives west of Saffron Gardens would increase heritage effects (including to Cholley's Farm despite its disrepair) and increase effects on general amenity by being routed close to and in main views from residential properties at Saffron Gardens. For these reasons no change is proposed.				
9-9.137-2	Oppose (if the Project were to change) the Project moving further west into respondent's land between Doesgate Lane and south of the railway line (as the land been identified for residential and commercial development) (plan showing land boundary provided by respondent), and request that respondent is informed as early as possible if statutory undertaker works will impact their land (between Doesgate Lane and south of the railway line)	National Grid notes the respondent's feedback. The alignment in this section has not changed since the statutory consultation.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Economic / Employment Impact						
9-9.138	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.			X	
9-9.139	Concern about impact of the Project on delivery of the Thames Freeport, particularly at the Tilbury Tax Site / Criticism that impact of the Project on the Thames Freeport has not been assessed or considered	National Grid considers that there may be potential for the Project and Freeport to co-exist, though recognises that some restriction may be likely and decision making is inherently limited by uncertainty over freeport requirement. Having reviewed the requirements National Grid is taking forward an alternative connection arrangement that avoids interaction with the Freeport.			X	

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		This comprises a new substation to the south of Orsett Golf Course and connection into the existing YYJ overhead line.				
9-9.140	Concern about the impact of the Project access to and from the Port of Tilbury / Suggest that the Project should not access to and from the Port of Tilbury	Access road use by HGVs depends on various aspects including design of the Project along with how bulk materials are delivered to site. There has been a change to the connection arrangements into Tilbury with the connection now made into the overhead line some 3 to 4 km to the north of the port of Tilbury. This inherently reduces the demand for materials deliveries near the existing substation with the need for HGV movements in the vicinity of the port reduced and only occurring under certain scenarios. These are when bulk materials are imported to the Port of Tilbury albeit at volumes and rates well within the licensed tonnages that the port has historically supplied. There are also other import facilities available so the likelihood of an effect occurring is far from certain and is in the context of known issues (under some time and activity combinations), particularly around the so called 'Asda roundabout'. The roads in question are also public highways, so it is not possible to exclude use of the road.			X	
9-9.141	Concern that compound TB-CC12, south of Tilbury Substation, is located on land proposed for development for the Port of Tilbury (further details provided by respondent) / Concern about the impact of the Project on the feasibility and viability of Port	Following consideration of feedback, direct engagement with relevant parties and further technical review, National Grid has modified the connection arrangements at Tilbury. We now propose to connect to the National Electricity Transmission System by establishing a new			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	development plans / Concern about the impact of access and temporary infrastructure including construction compounds on the current operation and planned development of Port of Tilbury, through the following: - by blocking and delaying the development, thereby negatively impacting the Port's function of meeting economic needs resiliently, and its future growth as an important element of the UK's economy, contrary to the NPSP, Freeport and wider delivery; - lead to a serious detriment to current and future operations by causing delays on its only road access point and within the Port, through the volume of construction and construction worker traffic, proposed traffic management measures, and works proposed to Substation Road; - as the Project will be an agent of change to the area that, without appropriate mitigation, will disrupt the Port's established use, operations and business; and - by putting Port of Tilbury London Limited (PoTLL) in the position where it will be seen to be causing impacts to the existing road network (as a receptor) when taken cumulatively with construction traffic associated with the Project, whilst at the same time, the impacts of the Project are not proposed on the same parts of the road network have not been and are not proposed to be assessed, with any delay to	'Tilbury North' substation to the south of Orsett Golf Course which would be connected into the existing 400 kV overhead line (running north from the existing Tilbury Substation). This was identified following review of several alternative locations which were less preferred. Sites further south would require additional underground cabling and are therefore less economic, sites to the north-west lead to additional constraints costs far exceeding any benefit due to further survey requirements and sites elsewhere on the overhead line section would require a parallel overhead line connection increasing impacts on Orsett golf course and to other residential receptors. The new connection arrangement into Tilbury North substation achieves the same (or under some circumstances improved) system performance as if connecting into the existing Tilbury Substation. The main reasons for making the change are that it removes the potential effects on important economic development sites (such as Freeport) where restrictions on development potential would be expected on part of the site with potentially regionally significant economic effects, reduces technical risks associated with installation of approximately 4.6 km of underground cable under a variety of existing infrastructure and is expected to be cost neutral and potentially cost beneficial. The change also simplifies the interface with the proposed Lower Thames Crossing (now crossed as overhead line) but does interact with an area under consultation for housing to the east of Chadwell St Mary,				

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	construction only exacerbating this issue given the timelines of the cumulative projects	however there may be opportunities for site masterplanning to reduce the level of effect.				
9-9.142	Concern over the potential loss which could be caused by the incompatibility of the Project with Freeport Development, which represents between 6% and 16.5% of the claimed total economic benefit estimated for the entire Great Grid Upgrade, and between 6.5% and 17% of the total estimated number of the total estimated jobs created by decarbonisation of the whole National Grid / Criticism that this level of socio-economic harm cannot be justified or sustained when assessed against the benefits of all projects in the Great Grid Upgrade and are wholly disproportionate in the context of the last mile of the cable route approach to a single substation, particularly when an alternative exists that provides opportunities for coexistence and minimisation of impacts, reducing risk and maintaining delivery programme	The Order Limits of the Project no longer extend to the Port of Tilbury.			X	X
Environmental Impact						
9-9.143	Concern about negative impact of the Project on the Green Belt(s)	To facilitate the Project, it will be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS)			X	

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		would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1 - A summary of the Holford Rules is provided within Appendix I22 of this report). Some electricity infrastructure, such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which				

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		they pass and leave a large majority of the land beneath them free from development and therefore open. The Planning Statement (document reference 5.6), submitted with the application for development consent, includes an assessment of the Project against Green Belt planning policy (as contained in National Policy Statement EN-1 and the National Planning Policy Framework).				
9-9.144	Concern that the Project will impact SSSIs	Through routeing, siting and design development National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). Although there are 22 SSSIs within the study area, current proposals avoid the majority of impacts on SSSIs, with no long-term negative impacts anticipated on any SSSIs as a result of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. National Grid will continue to engage with Natural England.			X	
9-9.145	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high			X	

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		ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied where practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An ancient woodland and veteran tree mitigation strategy is included as part of the Outline Landscape and Ecological Management Plan (document reference 7.4). The Outline Landscape and Ecological Management Plan (document reference 7.4) has been developed in consultation with relevant stakeholders including Natural England.				
9-9.146	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Royal Society for the Protection of Birds (RSPB) reserves. Potential direct and indirect impacts on RSPB reserves within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). No RSPB reserves are directly impacted by the Project.			X	
9-9.147	Concern that the Project will impact Ramsar site	Through routeing, siting and design development, National Grid has sought to reduce, as far as			X	

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		practicable, impacts on biodiversity and in particular features of high ecological value, such as Ramsar sites. Although there are 13 Ramsar sites within the study area, current proposals avoid the majority of impacts, with no long-term negative impacts anticipated on any Ramsar site as a result of the Project. Potential direct and indirect impacts on each scoped in Ramsar site has been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and/or Habitats Regulations Assessment (HRA) depending on potential impact pathways. Any necessary mitigation has been detailed within the ES, HRA and the Outline Code of Construction Practice (CoCP) (document reference 7.2) to ensure no significant residual effects, as agreed with Natural England.				
9-9.148	Concern that the Project will result in a negative impact on the environment / countryside generally (no details given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities)		X	X	

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		throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10 per cent biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of				

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		measures taken, the biodiversity rating of the area will be enhanced by 10 per cent greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				
9-9.149	Suggest that areas other than the AONB should be protected / Criticism that only the AONB has been considered	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect National Landscapes. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley, to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for short sections near Fairstead and North Tilbury. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them			X	

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		elsewhere, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economic and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out potential effects on landscape and visual receptors.				
9-9.150	Concern that the Project will impact conservation area	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). This assessment considers the potential impacts to conservation areas such as Horndon-on-the-Hill, West Tilbury, East Tilbury and Orsett as well as the known heritages assets within these conservation areas. In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. Ongoing collaboration with Historic England and Local Planning Authorities has ensured a comprehensive approach to heritage-related matters, incorporating		X	X	

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		suitable mitigation measures and techniques based on their input. During the construction phase, standard construction mitigation as outlined in the Outline Code of Construction Practice (CoCP) (document reference 7.2) will be set up for these conservation areas where a significant temporary negative effect is predicted. No significant effects to these conservation areas are assessed for the operation (and maintenance) phase.				
Financial Compensation						
9-9.151	Concern that the Project will devalue property / impact on property value in this section	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third			X	

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		party advice, or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
9-9.152	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive			X	

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		change for the people and places integral to our developing electricity network. The Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. The Government expects this scheme to be in place by 2026, and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
9-9.153	Request that National Grid purchase respondent's property / business	National Grid is not required to purchase any properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.			X	
Health, Safety & Wellbeing						
9-9.154	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead		X	X	

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		line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by				

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		independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.				
9-9.155	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100 per cent capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document			X	

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		reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and looks to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid has followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				
9-9.156	Concern that the Project poses a safety risk to aircraft (including balloons) in the area / Concern that the Project will impact airfields in this area	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1. Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including 2 helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory, statutory consultation, targeted consultations, and landowner consultation, including for ballooning and for model flying. As well as considering			X	

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		feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				

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9-9.157	Concern that golf balls will strike the overhead lines the Project proposes at Orsett Golf Club, causing a health and safety risk	National Grid notes the respondent's concerns. It is quite common for overhead lines to traverse golf courses around the UK. Under normal operation, there are no health and safety concerns. If during maintenance of the overhead line, operatives are required to climb the pylons and are directly in the path of play, then precautions might be taken to temporarily suspend the hole until operatives are out of harm's way. We have proposed a slight change to the alignment between TB260-TB261 which would cross the course at a location further north and at an increased height, which we believe mitigates impacts to the playability of the course.			X	X
9-9.158	Concerns about the potential interference of overhead lines as part of the Project being installed at Bulphan due to the acute angle that the power lines have been proposed to cross the high pressure multi product fuel pipeline between Canvey Island and Hemel Hempstead (specific concerns provided by respondent including risk of death to workers in the event of a current surge)	There is the potential, based on induced currents from the 400 kV overhead line, that alternating current mitigation measures may need to be installed to the Canvey Island to Hemel Hempsted ferrous pipeline operated by British Pipeline Authority (BPA) at Bulphan. The scope and extent of such mitigation measures will be dependent on the final design arrangements of the Project which will continue to evolve within the parameters of confirmed Limits of Deviation. Factors including crossing angle and clearance height, length of parallelism, site specific soil resistivity etc combine to define the requirement for mitigation. The mitigation itself is typically achieved by the installation, alongside the ferrous pipeline (in an area which is likely to have			X	

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		been previously disturbed during construction), of additional earthing which extends away from the crossing point. Consultation between National Grid and the relevant utility provider will confirm the requirement for installed mitigation, based on the final 400 kV design arrangements, which will be implemented by the relevant utility provider under their existing utility operation and maintenance provisions. The angle of the pipeline crossing in this location has been modified in response to engagement to date with the pipeline operator.				
9-9.159	Suggest that a site-specific Flood Warning and Evacuation Plan (FWEP) should be maintained for the duration of the Project detailing worst-case scenarios (Flood breach/overtop), given that the Project lies within Flood Zone 3 areas. The FWEP should cover how a potential flood warning is disseminated across the Project, and how the contractors should respond to a flood warning during the Project work. The FWEP should give clear information to the contractors and visitors (e.g. "what you should do/not do in the event of your site or the immediate areas being flooded"). In addition, each contractor and visitor must be made aware of the content of the FWEP and the likely flood risk. The FWEP should detail the provisions to be made for a safe evacuation of the site including Safe Access/Egress for contractors or for persons to seek	Appendix G: Outline Flood Warning and Evacuation Plan (FWEP) of the Outline Code of Construction Practice (CoCP) (document reference 7.2) has been prepared, and will be developed into a detailed, site specific FWEP by the appointed Main Works Contractor(s). In line with commitment W09 in the Outline Code of Construction Practice (document reference 7.2), where construction activities take place within surface water flood zones - including statutory undertaker works - prior to works commencing, appropriate site drainage will be put in place to reduce the risk of standing water and avoid substantial delays to the construction programme, as well as to prevent offsite increases in surface water flood risk.		X		

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	and remain for a period of days in a Safe Refuge during flood conditions. The FWEP should be written to embrace the detailed requirements of National Policy Planning Statement 25 (PPS 25) (section 7) the key elements of which are now contained in the National Planning Policy Framework (NPPF), as follows: How flood warnings are to be provided: - Availability of existing flood warning systems; - Rate of onset of flooding and available flood warning time; - How flood warnings are given; - Flood breach without no notice event Ensuring safe occupancy and access to and from the Project: - Contractors' awareness of the likely frequency and duration of flood events; - Expected duration of the flood event; Depth and velocity of water; - Safe dry access/egress to and from the development; - Adequate provision should be made for a safe evacuation of the site including safe dry access/egress for contractors or, for persons to seek and remain for a period of days in a safe refuge during flood conditions; - Vulnerability of contractors, and whether rescue by emergency services will be necessary and feasible; - Adequate provision must be made for safe					

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	access/egress for the emergency services should rescue of persons be necessary; - The availability and adequacy of a safe refuge above flood levels if rescue is not an option					
9-9.160	Criticism of National Grid's hierarchy of priorities given the respondent's pipeline's status as a piece of critical national infrastructure and the potential harm that may be caused if it is jeopardised. Specifically, criticism that arable convenience and private leisure facilities are given precedence over threats to public health and safety and disruptions to the continuity of oil supply – which has been identified as a matter of national concern by Part 12 of the Energy Act 2023	National Grid has collaborated with pipeline operators across temporary and permanent construction impacts as well as AC interference impacts. The results of this collaboration are a defined understanding of the impacts and negotiations, where able, to agree suitable mitigations ensuring all stakeholders are fairly considered in routing and siting.			X	
Heritage						
9-9.161	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys,	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4) of the ES. Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11 (document reference 6.11).				
9-9.162	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report of the ES (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
9-9.163	Concern the Project from Pylon TB248 to TB255 will impact historic farmstead, Saffron Garden Farm, and large open fields surrounding small historic hamlets (e.g. it will impact three of the four visual aspects of this Listed Building and affect the views of many Listed Buildings in Horndon-on-the-Hill).	A Landscape and Visual Impact Assessment (LVIA) has also been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out the potential landscape and visual effects, including consideration of visual amenity of people living in communities and areas of settlement. Saffron Gardens and its associated buildings lie within 360 m of the			X	

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		centre line of the alignment of the overhead line, within Visual Receptor Area (VRA) H3 Orsett. Representative Viewpoints (VP) within VRA H3 include VP 8.07: Rectory Road Orsett, and VP 8.10: Orsett Fen (PRoW No 90). The assessment identifies that the introduction of the overhead line would result in major and significant visual effects in the area around Saffron Gardens. The LVIA is presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The Listed Buildings within Horndon-On-The-Hill (with the exception of the Grade I listed 'Church of St Peter and Paul' (1337109)) were scoped out of the ES assessment based on their fulfilment of the criteria detailed in Appendix 11.1: Historic Environment Baseline Report (see Annex E - Scoped Out Listed Buildings) (document reference 6.11.A1). Please refer to that document which explains the reasons for their scoping out. Saffron Garden (1111557) and the 'Walls at Saffron Garden' (1111558) were both scoped into the ES assessment based on them not fulfilling the 'scoping out' criteria which is stated in Appendix 11.1: Historic Environment Baseline Report (see Annex E - Scoped Out Listed Buildings) (document reference 6.11.A1). The ES statement notes that both assets are predicted to experience a medium adverse magnitude of impact which is significant, during the construction phase. The significance of effect for both assets was noted as 'minor adverse (not significant) during the operation phase.				

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Mitigation						
9-9.164	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation and maintenance of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	X	X	X	
Primary Access Routes / Haul Road / Construction Compounds						
9-9.165	Criticism as National Grid have proposed compound TB-CC12 to be on Area 1 Land which was (until April 2024) part of the Lower Thames Crossing (LTC)	The Order Limits of the Project no longer extend to the Port of Tilbury.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Development Consent Order (DCO) application, leased to National Highways for use during the construction of LTC, the construction periods for LTC and N2T would have made it impossible for National Grid to use this land without directly interfering with the construction of a Nationally Significant Infrastructure Project (NSIP) scale strategic highways project / Further to this, the Project also includes large areas where the construction proposals overlap with those for LTC, including TB-CC11, the laydown area and the proposed Norwich to Tilbury (N2T) haul road, all of which will disrupt the use of this land by National Highways, including blocking the haul road required as part of the LTC Scheme / Criticism that the cumulative assessment provided as part of this statutory consultation shows the consideration of projects at the Port of Tilbury to be inadequate, with National Grid failing to consider the Freeport at all					
Project Finance / Costs						
9-9.166	Criticism that currently significant doubt and uncertainty exists as to the economic justification for the proposed cable route to the Tilbury Substation / Request that the cost of the Project must be considered against the protection afforded to maintaining the competitiveness and resilience of	In response to feedback and additional information, along with engagement with the Port of Tilbury there has been a change to the means of connection at Tilbury. This removes the interaction between the Project and the Freeport so achieves the change being sought.			X	X

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	national ports in National Policy Statement for Ports (NPSP)					
Public Rights of Way (PRoW)						
9-9.167	Concern about negative impact on Public Rights of Way (PRoW) / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.		X	X	
Requests						
9-9.168	Request for National Grid to confirm which pylons are to be reduced in height at Thurrock Airfield (e.g. the reason for this question is that the approach and departure will not always be straight in line with runway heading and an arc is usually used in calculations, meaning that pylons should also be	National Grid has appointed an independent aviation consultancy who has engaged with Thurrock Airfield (with National Grid also present) to inform their impact assessment. As a result, changes have been made in this area by altering the design to lower height pylons running parallel to the existing 132 kV overhead line.			X	

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	reduced in height in an arc from the runway heading and not just in a straight line)	Given the existence of the 132 kV overhead line, the addition of the proposed National Grid pylons is not deemed detrimental to the operability of Thurrock Airfield. Proposed pylons TB238 to TB243 (as in between TB237 and TB244) are low height lattice pylons. We are continuing to engage with the operators to confirm the acceptability of the proposals. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
9-9.169	Request that for National Grid to use the Tilbury 2 access road (which is an important part of the operational Port of Tilbury) they must provide suitable and appropriate measures to prioritise Port traffic (both road and rail) and engage Port of Tilbury London Limited (PoTLL) and other developers to ensure that potential impacts of the Project are minimised and integrate with existing commitments, enabling effective oversight and traffic management by PoTLL in the controlled operational port environment	The Order Limits of the Project no longer extend to the Port of Tilbury. Grid has worked with the local highway authorities and National Highways as we develop our access proposals for the Project. As part of the design development of the Project, the concerns raised around Tilbury Substation have been considered and a new substation named Tilbury North is now proposed. This would no longer use Tilbury2 access route (Fort Road) as a primary access route. Revised access options to this new location have been considered to accommodate for Lower Thames Crossing.			X	X

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		National Grid has worked with the port authorities to mitigate impacts on the operation of the Port. Continuous engagement would be maintained as the detailed design stage progresses.				
9-9.170	The Environmental Constraints Plan (Section H, Sheet 4 of 7) suggests that a new Site of Special Scientific Interest (SSSI) is proposed which would extend to include Maple Country Park. Natural England have confirmed that this SSSI extent is no longer accurate, with the actual area of interest for a new SSSI being much smaller and focused to the south and east of the railway line. Suggest that this information should be updated on all relevant plans and reports	National Grid notes the respondent's feedback. National Grid is in regular contact with Natural England on the development of the potential new Site of Special Scientific Interest (SSSI) around Tilbury. There has been no official release of the final boundary of this SSSI so is not included within our maps although the potential areas of interest have been considered. It is our understanding that the actual area is now south and east of the railway line and there is no overlap with the Project.			X	
9-9.171	Request for confirmation as to when the independent survey reviewing potential alternating current (AC) interference from the Project to the high pressure multi product fuel pipeline between Canvey Island and Hemel Hempstead will be carried out and by when the results will be available / Request for a round table with National Grid regarding the high pressure multi product fuel pipeline between Canvey Island and Hemel Hempstead	National Grid has since, and upon completion, made the results of the AC Interference Study available to the pipeline owner and operator for discussion. There is the potential, based on induced currents from the 400 kV overhead line, that alternating current mitigation measures may need to be installed to the Canvey Island to Hemel Hempsted ferrous pipeline operated by British Pipeline Authority (BPA) at Bulphan. The scope and extent of such mitigation measures will be dependent on the final design arrangements of the Project which will continue to evolve within the parameters of confirmed Limits of Deviation. Factors including crossing angle and clearance height, length of			X	

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		parallelism, site specific soil resistivity, etc. combine to define the requirement for mitigation. The mitigation itself is typically achieved by the installation, alongside the ferrous pipeline (in an area which is likely to have been previously disturbed during construction), of additional earthing which extends away from the crossing point. Consultation between National Grid and the relevant utility provider will confirm the requirement for installed mitigation, based on the final 400 kV design arrangements, which will be implemented by the relevant utility provider under their existing utility operation and maintenance provisions. The angle of the pipeline crossing in this location has been modified in response to engagement to date with the pipeline operator. Initial surveys and assessments have been undertaken and communicated with BPA across various meetings to date. National Grid will continue to engage with BPA as the Project develops.				
Tourism						
9-9.172	Concern about impact of the Project on tourism	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and			X	

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		tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
Visual Impact						
9-9.173	Concern about cumulative visual impact of the Project alongside existing overhead lines / concern about wirescape	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Networks to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA), presented in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as			X	

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		existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (Document Reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in Chapter 13. The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects Assessment (document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.				
9-9.174	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB))		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect to customers, and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient.				

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		A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
Wildlife / Ecology Impact						
9-9.175	Concern about impact of the Project on flightpaths for birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment Report (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where			X	

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		practicable, and mitigation in the form of bird diverters proposed.				
9-9.176	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment Report (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4). accompanying the Development Consent Order (DCO) application.			X	

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9-9.177	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).			X	
9-9.178	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable,			X	

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		potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
9-9.179	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species			X	

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		at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.*" Beehives can become charged if directly under an overhead line because of the electric field it produces. For existing overhead lines, this can be eliminated by screening or earthing the hive, but for new overhead lines, embedded design measures and careful routeing will avoid any potential effects. There does not seem to be evidence of EMFs adversely affecting bees directly. In the United States of America, the strip of land along power lines has been shown to be particularly attractive to bees, with these areas being utilised by commercial bee farms. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived.				
9-9.180	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10 per cent Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10 per cent BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will				

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		require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
9-9.181	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10 per cent Biodiversity Net Gain (BNG) for new Development Consent Order developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10 per cent BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.				
9-9.182	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10 per cent Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10 per cent BNG with environmental and societal benefits on all construction projects. The 10 per cent BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		areas, and we will consider all offsite options that are available to us.				
9-9.183	Suggest ecological enhancements as part of the Project	The Environment Act 2021 introduces a mandatory requirement for 10 per cent Biodiversity Net Gain (BNG) for new DCO developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10 per cent BNG with environmental and societal benefits on all construction projects. The 10 per cent BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental and societal benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.			X	
9-9.184	Concern that Orsett Golf Club has been selected as a site to house 'bat boxes' to mitigate the damage on the environment during and after the construction of the Lower Thames Crossing (LTC)	The interaction between Norwich to Tilbury and Lower Thames Crossing has been carefully considered and any potential cumulative impacts between projects has been included within Chapter 17: Cumulative Effects (document reference 6.17) submitted as part of National Grid's Development Consent Order (DCO) application. The Project would have no impact on the proposed location of Lower Thames Crossing's mitigation bat boxes within Orsett Golf Club.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
9-9.185	Confirmation that the North Thames Estuary & Marshes proposed Site of Special Scientific Interest (SSSI) Extension will be going ahead, and suggest that this is consider for the Project (though no draft boundary can be shared at this point and the maps within the Preliminary Environmental Information Report (PEIR) annotated as 'North Thames Estuary and Marshes Proposed SSSI' should not be interpreted to be a draft boundary, but rather an area of interest)	National Grid has considered the presence of the North Thames Estuary & Marshes Site of Special Scientific Interest (SSSI) extension area of interest as part of the design process based on initial mapping provided by Natural England and looked to avoid and reduce impacts where possible. However, since then, despite multiple requests for more information, no site boundary or additional information has been provided by Natural England or any timeframes on the designation process. In the absence of information it is assumed the area is no longer being considered for SSSI designation or the process has been significantly delayed and has therefore been removed from our assessment.	X			
9-9.186	With regard to the Project between River Thames north to A13, suggest that relevant third-party data sources for the area in the vicinity of the Tilbury Ashfields should be obtained to understand the qualities of these habitats and species, given concerns that the desk study maps of 'important species' do not properly convey the importance of habitats in this area. When surveying for Open Mosaic Habitats (OMH), it should be recognised that this is a broad habitat classification, and that considerable variation in type and quality is typically encountered. The survey should therefore seek to include a more nuanced layer of detail which aims to understand the underlying conditions upon which such OMH has developed (such as substrates,	National Grid has revised its proposals and made a change to the means to connect to Tilbury Substation. As such no works to the south of West Tilbury are included within this application and this change is no longer relevant to the Project being progressed. While the majority of land between the A13 and north of the River Thames is now excluded from proposals due to the design change, Tilbury North substation and the connections in (north and south) are located just to the south of the A13. A range of protected species and other ecological surveys, including detailed habitat surveys, have been undertaken in this area and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1 - 6.8.A16) of the	X			

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	influences, history, balances within the mosaic etc.). This should in particular seek to identify any areas of Pulverised Fuel Ash (PFA), which is an especially valuable substrate delivering uniquely for invertebrates and any such areas should be specifically surveyed and mapped, if necessary, as a sub-set of the over-arching 'open mosaic habitat' type. It should further be noted that the Priority Habitat Inventory (PHI) is regarded as incomplete in this area, and contains gaps where PH is known to be present. The PHI should therefore be treated as a guide and should be ground-truthed for accuracy	Environmental Statement (ES). However, unlike land further south, this area is dominated by arable land and does not contain open mosaic habitat.				

9.7 Summary of Changes made Following Feedback Received from Statutory Consultation

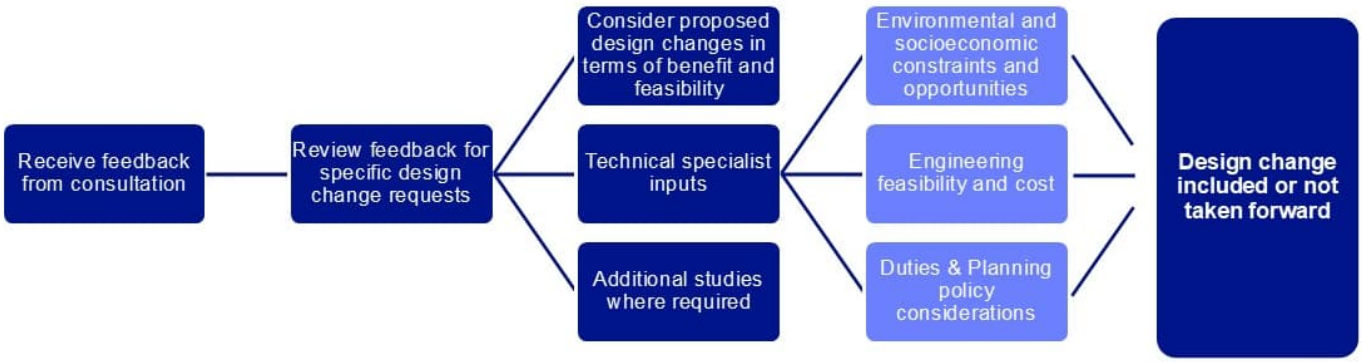
9.7.1 Following the close of the statutory consultation in July 2024, a number of design changes have been incorporated into the proposals in response to feedback received. Proposed design amendments were carefully considered in the context of environmental constraints and opportunities, engineering feasibility and cost, planning policy and other relevant considerations. Proposed design amendments were considered from the phases of consultation and continued design and development as well as through feedback and ongoing engagement with stakeholders and landowners.

9.7.2 The process of considering design changes comprised of an initial filter for benefit and feasibility, an assessment incorporating inputs from relevant technical experts, and further stages of additional study if required. The outcome of the consideration of potential design changes was either that a change was included in the Project design, or that the change was not made following balanced and informed consideration.

9.7.3 **Section 9.6** of this report details the feedback raised during the statutory consultation, including any design changes and how National Grid has considered or addressed this. This includes any feedback that led to no change being made to the Project design and an explanation of why no change to the Project was made.

9.7.4 Figure 9.10 of this report demonstrates National Grid's design change request process.

Figure 9.10 National Grid's design change request process



9.7.5 The design changes have been summarised below:

Swardeston

- Changes to the location of the temporary construction laydown areas on the land around Norwich Main substation and related haul roads. This included moving the temporary construction laydown areas to land west of pylons RG3 and RG5.

- These proposed changes would allow our proposals to avoid conflicting with the construction of other proposed developments in the area.
- Proposed other changes to the temporary works to accommodate the positioning of soil storage and associated landscaping works at Norwich Main substation, as well as other minor amendments to the draft Order Limits.

Forncett St Mary

- Proposed to move a line of pylons near Forncett St Mary to the west of its previous location. The proposed change would affect the location of the pylons between RG30 and RG39.
- The proposed change in alignment would include RG30 and RG33 becoming angle pylons to help reduce the impacts on the site used for flying model aircraft. Angle pylons are used where the route changes direction. These pylons may be heavier and need larger foundations to carry the stresses of the change of direction.
- Change would also move pylon RG39 closer to a field boundary and adjust the alignment closer to the mid-point between properties along Northfield Road. To accommodate this change in alignment, we are proposing to move the haul road and the bellmouths – where project traffic would cross public highways or enter the project site - along with other minor amendments to the draft Order Limits.
- The crossing at Stickfer Lane would move north-west to Hurn Lane in order to follow the pylon alignment, the bellmouth on Cheney's Lane would shift to the east, and the crossing on Northfield Road would move west.

Cargate Common

- Proposal to reposition a line of pylons between Tibenham and Bunwell Hill to the west of the location that was proposed at statutory consultation. The change would affect the location of the pylons between RG46 and RG52.
- We are proposing that pylons RG48 and RG49 would be relocated roughly 60 m to the west of the location presented at statutory consultation in 2024, and associated pylons to the north and south would also be slightly adjusted. This would also avoid a veteran tree. To accommodate this change, pylon RG48 would become an angle pylon. Angle pylons are used where the route changes direction. These pylons may be heavier and need larger foundations to carry the stresses of the change of direction.
- This proposed change would also require several changes to related temporary and permanent accesses, along with other minor amendments to the draft Order Limits. The proposed permanent access would use a longer stretch of Brick Kiln Lane and, instead of creating a new access off to the east through farmland, would make use of an existing track, which is located along the northern edge of existing woodland.
- We would also reposition the haul road to follow this amended alignment. The haul road alongside RG48 and RG49 would be repositioned west to an area of the woodland which was previously cleared. This would allow the haul road to

avoid a field used for livestock over-wintering and would limit the amount of tree removal required. The temporary access to the north and south would also be repositioned to follow the alignment. This would move the bellmouth where project traffic would cross the lane leading to Old Hall to a location 100 m further east from the location presented at statutory consultation in summer 2024.

- We are also proposing to amend our proposals to replace a section of the existing lower voltage electricity overhead line with underground cables. The removal of the wooden poles between RG48 and RG49 would be extended further north to the field boundary, with more wooden poles remaining to the south than was proposed at our statutory consultation in summer 2024. The proposed underground cables would follow field boundaries and the haul road alignment to minimise the need for tree removal.

Winfarthing

- Proposal to relocate a temporary construction laydown area near Winfarthing, to the south of the location that was proposed at statutory consultation. The temporary laydown area would be relocated south of the B1134 close to RG58. The proposed change would not affect the overhead alignment.
- Access for the temporary construction laydown area would still be from the B1134, as was presented at our statutory consultation in summer 2024. We are also proposing other minor amendments to the draft order limits.

Palgrave and Mellis

- Proposal to reposition a line of pylons between Palgrave and Mellis to the south-east of the location that was proposed at our statutory consultation in summer 2024.
- This would affect the pylons between RG94 and RG102 (previously presented at statutory consultation as RG095 and RG102).
- The proposed change would include removing approximately a further 2 km of the 132 kV pylon line and replacing it with underground cable (with the total length of underground cable increased to around 5 km in this section), routed where possible to follow field boundaries. This would allow pylons RG95 to RG101 to more closely follow the alignment of the existing 132 kV line. This would reduce visual impact through positioning of the line using existing trees to screen views. We propose that from RG94 (previously presented during statutory consultation as RG95), the line would go south before turning southwest and following the existing 132kV line alignment before connecting to RG102 at a slightly reduced angle.
- This change would reduce visual impact on nearby properties and allow flight activity at the nearby airstrip to continue.
- Alongside the alignment shift, the proposed change would also require amendments to temporary and permanent access arrangements along with other minor amendments to the draft order limits. We are proposing to reposition the

temporary construction compound and the associated construction access further north towards the A143.

- To accommodate this proposed change in alignment, we are also proposing to move the haul road and the bellmouths - where project traffic would cross public highways or enter the project site. We're now proposing to reposition the bellmouth that would cross the A143 Old Bury Road to the east of its previously proposed location.
- The temporary construction compound for undergrounding the UK Power Networks (UKPN) line would be accessed via the A143 Old Bury Road (identified as Primary Access Routes (PARs) H05-A2 and H06-A1 in the previous statutory consultation).

Gislingham

- Proposal to reposition the overhead line alignment further away from the village of Gislingham and to the west of the railway track. The proposed change would affect the location of the pylons between RG114 and RG119 (previously presented at statutory consultation as RG114 to RG118).
- The proposed change involves the addition of one pylon, and the relocation of the angle tower further east to increase its distance from residential properties.
- This proposed alignment change would result in the angle tower being positioned behind an established woodland, which would provide screening to the closest properties. As a result of the proposed alignment change, we are also proposing to reposition the construction compound to the north of Thornham Road to allow for better screening and reduce potential impacts on veteran trees. For more information on the construction access plans we presented at our statutory consultation, please visit our document library. A change to the proposed permanent access route for light maintenance activities would also follow the repositioned alignment.
- To accommodate the proposed change in alignment, we are also proposing to move two bellmouths in the area - where project traffic would cross public highways or enter the project site - along with other minor amendments to the draft Order Limits. This includes the movement of the bellmouth on Burgate Road 110 m further south than was proposed at statutory consultation, and on Major Lane 200 m further east.

Mendlesham

- Proposal to move a line of pylons near Cay Hill to the west of the location that was proposed at our statutory consultation in summer 2024. This proposed change would affect the locations of the pylons between RG136 and RG142 (previously presented at statutory consultation as RG135 to RG141).
- Moving these pylons to the west would increase the distance to properties without the need to materially lengthen the route or introduce any additional angle pylons. The pylons would also be located to the edge of main sight lines from some

properties compared with the alignment presented at statutory consultation in 2024.

- This proposed change also allows us to relocate the temporary access arrangements in this location to more closely follow field boundaries except where it would be unsafe to do so. We are also proposing to modify the diversions of lower voltage electricity connections to follow field edges, along with other minor amendments to the draft Order Limits.
- To accommodate this proposed change, we are also proposing to reposition the haul road and the bellmouths. The crossing over the unnamed lane north of RG137 (previously RG136) which was proposed at statutory consultation in 2024 would move to the west, and the former crossing on Lamberts Lane would move to follow the proposed alignment, crossing Lamberts Lane to the north-west near Elden's Lane.

Needham Market

- Proposal to add a temporary 132 kV construction compound near Needham Market to facilitate the undergrounding of the existing UKPN 132 kV overhead line.
- The proposed change would introduce a new construction compound near pylon RG173 (previously presented at statutory consultation as RG172) but would not affect the proposed location of the overhead line as presented at statutory consultation.
- The map showing our proposed changes (included within consultation leaflet Suffolk 4) also shows an extended access route. This is an update in line with information on public highway boundaries and is not a change to the access route proposed at our statutory consultation in summer 2024.
- It is proposed that this access route would remain the permanent access route for inspection and light maintenance, as presented at statutory consultation.
- We are proposing that construction traffic for the 132 kV undergrounding works would access the site via Hill House Lane and connect to the B1113 Stowmarket Road. The B1113 forms part of PAR H10-A1, as presented in the previous statutory consultation.
- Construction access for the Project would remain via the temporary construction haul road, as presented at statutory consultation.

Offton

- Proposal to reposition the route for 132 kV underground cables near Offton. The new route would follow field boundaries more closely that was proposed at our statutory consultation in summer 2024.
- This 132 kV underground cable route would replace the existing 132 kV pylons that are owned by UKPN. We need to take down the UKPN pylons to accommodate the Norwich to Tilbury overhead line.

Raydon and Holton St Mary

- Proposal to reposition the underground cable alignment near Raydon to the east of the location that was presented at statutory consultation, and near Manor Farm to the south-east of the location presented at our statutory consultation. We are also proposing to reposition the temporary works access and compound near Holton St Mary to avoid passing through the centre of the village.
- The proposed change would result in the underground cables passing to the east of Wenham Grove and allowing for more extensive screening of the CSE compound through more effective planting. The alignment would move closer to Manor Farm and Bottle Bridge Cottages, where there would be some temporary construction effects.
- The proposed change would lessen the impact on agricultural activity by reducing the number of fields affected by construction, compared to the previous proposal. The proposed change would also include moving the underground cabling at the south east of Raydon to reduce effects on residential properties, along with other minor amendments to the draft order limits.
- We are proposing a temporary construction access road which would turn off the B1070 to the east of Holton St Mary via a new bellmouth. It would cross agricultural fields to the north of the village to access the construction compound located to the northwest near Raydon. The proposed route would reduce the effects of construction Heavy Goods Vehicles (HGVs) at Holton St Mary and follow field boundaries where possible to reduce agricultural impacts.

Langham

- Proposal to reposition the underground cable route near Langham to the west of the previous alignment proposed at statutory consultation.
- The proposed alignment would divert west after crossing the River Stour, avoiding parts of the Langham Hall Estate, and continue southwest before turning southeast near Alderton's Cottages and rejoining the route presented at statutory consultation to the north of Black Brook.
- The proposed change would remove the need for one section of trenchless crossing near Langham Church, reduce disturbance to wildlife and mature woodland, and would reduce tree removal along a number of tree lined avenues.
- To accommodate the change, we are also proposing to reposition the haul road and the bellmouths, where project traffic would cross public highways or enter the project site, from the locations presented at statutory consultation. The haul road would follow the new proposed alignment, with project traffic crossing the unnamed track northwest of Whalebone Corner. The haul road and bellmouths associated with the compound west of Ipswich Road would remain as presented previously.
- We are also proposing other minor amendments to the draft Order Limits as well as repositioning the temporary construction compound and laydown area.

Ardleigh

- Proposal to reposition the underground cable and overhead line alignments before they enter the East Anglia Connection Node (EACN) substation east of Ardleigh. The proposed change would not affect the location of the underground cable or the overhead line at the substation.
- The proposed change would locate the underground cables predominantly to the north of Little Bromley Road and passing to the south of the lake at Home Farm, with the overhead line to the south of the road. Use of the lake and its immediate surroundings (beyond the construction area) would not be restricted, though the proposed repositioning of the cable would increase the impact on horticultural land during the construction stage, as a wider swathe of land would need to be cleared. However, once site restoration is complete, horticultural uses could be reestablished.
- The proposed change in alignment, compared to the design presented at statutory consultation, would introduce an additional angle pylon and pass closer to properties along Morrow Lane. Vegetation loss and effects on recreation at the lake would be reduced.
- To accommodate the proposed change in alignment, we are also proposing to move the associated haul road and bellmouth - where construction traffic would cross public highways or enter the project site - from its location as presented at statutory consultation. We are proposing an additional bellmouth on Home Farm Lane, and the bellmouth on Morrow Lane would be moved 20 m further south of the location previously proposed at statutory consultation to facilitate construction access to the site.
- We are also proposing other minor amendments to the draft Order Limits, including repositioning the temporary construction compound to the east.

Little Bromley

- Proposal to reposition a section of permanent private access near Little Bromley, to the south of the location proposed at statutory consultation. This access is the proposed permanent access to the EACN substation near Ardleigh. Traffic would continue to join Bentley Road and Ardleigh Road in the previously proposed locations.
- This change is being proposed in response to landowner feedback asking us to consider moving the track to follow the edge of a landholding. The proposed plans move the section of permanent private access closer to this boundary and avoids crossing a larger field.

Ardleigh

- Proposal to reposition the temporary construction access on Wick Lane near Ardleigh, to the west of the location proposed at statutory consultation.

- This change is being proposed in response to consultation feedback which asked us to consider repositioning the access in order to reduce its impact on a property.
- The proposed location would continue to meet highway safety standards and ensure construction traffic could safely leave and access the proposed haul road. We are also proposing to reposition the haul road to use this relocated temporary construction access, as well as other minor amendments to the draft order limits.

Surrex

- Proposal to reposition a line of pylons near Surrex, to the east of the position presented at statutory consultation. The proposed change would affect the location of the pylons TB71 to TB75 (previously TB71 to TB74).
- The proposed change would include the addition of one further angle pylon to position the line more evenly between residential properties in the settlement of Surrex and the residential properties at Skye Green. This would remove the need for the haul road to cross the horse paddocks to the south of Surrex. We are also proposing to change the haul roads associated with these pylons so that they follow field boundaries where possible, reducing the impacts on land uses and agricultural activity, along with other minor amendments to the draft order limits.
- To accommodate the proposed repositioning of pylons, we are also proposing to move the bellmouth on Old Road, where project traffic would cross the road, to the east of the location we presented at statutory consultation. This would facilitate access to the construction sites for the relocated pylons.

Feering

- In response to feedback from statutory consultation, we are proposing to reposition a line of pylons near Feering, further to the southeast. The proposed change would affect the location of the pylons between TB77 and TB81 (previously TB76 and TB79).
- To reduce close views of pylon TB78 (previously TB77) from nearby homes, it would be positioned to the southeast of its previous location, on lower ground, and would become an angle pylon. The alignment would then run west, including an additional pylon to facilitate the proposed repositioning of TB78. TB80 (previously TB78) would also shift to the south, connecting to TB81 (previously TB79) at a slight angle.
- The proposed pylon positioning would maintain the field edge positioning presented in the draft alignment presented at statutory consultation. Access arrangements would also use existing tracks and field boundaries as far as practicable.
- To accommodate this proposed change in alignment, we are also proposing to make changes to the haul road and the bellmouths – where project traffic would cross public highways or enter the Project site. The crossing on Coggeshall Road (Feering) would be repositioned slightly to the north of where it was proposed at statutory consultation, and the crossing over the B1024 Coggeshall Road would

move 130 m south. We are also proposing a new cross over bellmouth on Old Mill Lane, along with other minor amendments to the draft Order Limits.

Great Leighs

- Proposal to extend the draft order limits south of Great Leighs, between pylons TB128 and TB133 (previously TB126 to TB131).
- We are proposing this change as Essex County Council has recently consulted on its draft updated Essex Minerals Plan and identified that this land could be allocated as a mineral site.
- Extending the draft Order Limits in this area to the south-east would allow for flexibility if the site is allocated in the updated Essex Minerals Plan.
- We are also proposing other minor amendments to the draft Order Limits, including repositioning the temporary construction laydown area.

Great and Little Waltham

- Proposal to change the alignment of pylons between Great Waltham and Little Waltham. In the same area, we are also proposing to change the pylon design from full height lattice pylons to lower height lattice pylons. There is an illustrative image of a low-height lattice pylon within our consultation leaflet available here.
- This change is being proposed following feedback received at statutory consultation, which asked us to consider reducing the visual impact of the pylons on conservation areas.
- The proposed use of low height pylons is expected to remove or reduce the visibility of pylons from within the Great Waltham and Little Waltham conservation areas, and Langleys and associated park and garden.
- While the new pylons would be shorter, they are also wider, potentially increasing the visual impact to properties within the immediate area.
- We are also proposing adjustments to the alignment that was presented at our statutory consultation. This includes repositioning pylons between TB135 and TB142 (previously TB133 to TB140) to avoid veteran trees and protected species. This follows feedback received on the proposed positioning of the pylon to the south of the River Chelmer.
- We are also proposing other minor amendments to the draft Order Limits.

Margaretting

- Proposal to move a temporary construction laydown area from a site close to Ivy Barns Lane to the north-west of the location proposed at statutory consultation, in response to feedback from nearby residents.
- The proposed change would not move the construction laydown area any closer to residential properties. The nearest residential property would benefit from improved screening from trees and vegetation as a result of the proposed change

in location of the construction laydown area, compared to the screening available at the location proposed at statutory consultation.

Havering's Grove

- Proposal to take down a section of the existing 132 kV overhead line and replace it with underground cable to allow us to move a line of pylons and a temporary construction compound near Havering's Grove to the west of its previous location. This would affect the pylons from TB208 to TB211 (previously TB205 to TB208).
- The proposed change would replace approximately 2 km - from north of Bushwood Farm to south of Creasey's Farmhouse - of the existing 132 kV overhead line with underground cable. This would reduce cumulative effects and facilitate the repositioning of the proposed 400 kV overhead line. We are proposing that TB206 would be repositioned to the west as angle pylon TB209 and that the line would turn southeast to reconnect with TB212 (previously TB209).
- This proposed change would remove an angle pylon, reduce visual effects on nearby properties, and would also move further away from St James' Wood Local Wildlife Site. It would avoid the need for tree removal around a pond to the west of St James's Wood.
- We are also proposing that the temporary construction laydown area is relocated to the west (into the next field) to increase the distance from the nearest residential properties. This compound would be accessed from the same location as previously proposed.

Little Burstead

- Proposal to move a line of pylons near Little Burstead to the east of the alignment proposed at statutory consultation and also make some adjustments to the haul road and access arrangements. This would affect the alignment of the pylons TB217 to TB220 (previously presented TB214 to TB217).
- We are proposing to reposition TB218 (previously TB215), so it is sited on lower ground to the south east as an angle pylon. Pylon TB217 (previously TB214) is now proposed to be changed from an angle pylon to a suspension pylon. The line would then continue from TB218 in a straight line to the southwest. This change has been proposed to reduce the impact on residential properties at Botney Hill.
- We are proposing to reposition the haul road to the north-east to follow field boundaries. We are also proposing to move the haul road crossing bellmouth to the existing farm access to the south of Botney Hill Road. This access is already used by HGVs. To allow HGVs to cross Botney Hill Road without needing to travel along it, the temporary bellmouth access to the north would also be repositioned directly opposite the existing farm access.
- We are also proposing other minor amendments to the draft Order Limits.

Dunton Wayletts

- Proposal to reposition the temporary construction access and laydown area location near Dunton Wayletts to the south of its location presented at statutory consultation.
- The proposed change would affect access to pylons TB225 and TB226 (previously TB222 and TB223).
- This change is being proposed following feedback which asked us to consider that future built development could be in the construction stage at the same time as the project and could therefore conflict with the proposed temporary access and compound arrangements presented at statutory consultation.
- The proposed change involves relocating the construction access road to TB226 (previously TB223), and a new construction laydown area for this pylon. The proposed laydown area would be temporary, and the land would be returned to its original use after construction.
- As there is some uncertainty over the timing of the built development, we propose to include both access arrangements. Our preferred access route remains the northern access at TB225 presented at statutory consultation. This proposed access arrangement would be used in the event that the land used for the northern access at TB225 is being developed and cannot be used.

Dunton

- Proposal to reposition the existing UKPN 132 kV line close to Lower Dunton Road. This 132 kV connection is currently above ground and carried on lattice pylons but, to allow Norwich to Tilbury to come forward, it would need to be moved and placed underground. In the statutory consultation, we presented an underground route for the 132 kV connection. We are now proposing to reposition this underground route to follow more closely follow existing field boundaries on either side of Lower Dunton Road.
- This change is being proposed following feedback received at statutory consultation, which asked us to consider the impacts on farming and to take account of housing development proposals.
- To facilitate these works, we are also proposing temporary UKPN compounds at each end of the undergrounding route, which would be accessed via Lower Dunton Road. We are also proposing other minor amendments to the draft Order Limits.

Langdon Hills

- Proposal to reposition a temporary construction compound near Dunton to the east.
- This change is being proposed following a request from the landowner to move the construction compound from the western end of the field to the eastern end of the field to reduce effects on agricultural activity.

- The construction haul road would be extended to the east to allow access to the new construction compound.

Bulphan

- Proposal to reposition the alignment of the overhead line to allow the close paralleling of the existing 132 kV overhead line near Langdon Hills Golf Club. The proposed change involves the relocation of pylons TB238 to TB244 (previously TB235 to TB243) to more closely follow the route of the 132 kV overhead line.
- We are also proposing to use lower height lattice pylons from TB238 to TB243 (previously presented at statutory consultation as TB235 to TB242) to reduce the impacts on Thurrock Airfield.
- The draft Order Limits have also been widened in some locations where the overhead line would cross existing infrastructure in response to ongoing engagement with the infrastructure providers. We are also proposing other minor amendments to the draft Order Limits.

Proposed changes to connection at Tilbury

- Change to the substation connection point at the southern end of the route. Rather than connecting at the existing Tilbury Substation, we are now proposing to build a new Tilbury North Substation 5 km to the north, close to Orsett and between the villages of Linford and Chadwell St Mary. The substation would be located where we had previously proposed to build a CSE compound.
- The proposed change removes the need to construct approximately 4.5 km of underground cabling and we would no longer need to extend the existing Tilbury Substation.
- The Project would connect into the national electricity transmission system through the new substation and a modification of the existing overhead line (known as YYJ). The YYJ line already connects to the existing Tilbury substation.
- We would also need to underground a section of a second existing overhead line (known as ZB) to avoid crossing with the new lines coming out of the substation.

9.8 Ongoing engagement

9.8.1 **Appendix A** of this report provides an overview of engagement activities with stakeholders held prior to and during the 2022 and 2023 non-statutory consultations and the 2024 statutory consultation.

9.8.2 A summary of responses raised through feedback received after the close of the 2024 statutory consultation (26 July 2024) up to and including the day before the 2025 targeted consultations (30 January 2025) is included in **Table 9-10** of this report.

Table 9.10 Summary of Headline Issues Raised Between 26 July 2024 and 30 January 2025

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
South Norfolk		
Community / Social impact	Feedback concerning the impact of the Project on children / families / residents / communities and becoming encircled / surrounded by overhead lines	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15 of the Environmental Statement (document reference 6.15). Post

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).
Construction impacts	Feedback concerning construction impact on local residents and amenities	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		reference 7.4) and the Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (WSI) (document reference 7.5).
Consultation	Feedback concerning consultation venue locations, criticisms that materials lacked detail and that the consultation was not accessible to those without IT capability	Before the start of the statutory consultation, National Grid discussed its approach with officers from the Local Planning Authorities and prepared a Statement of Community Consultation (SOCC). This document set out how we were planning to consult on the project and is published on the project website. From experience we find an informal approach works best for people who attend consultation events. It allows them to take their time in viewing the information available and when they are ready, to spend some time talking to a member of the project team. We recognise that some of the events were very well attended, although our team worked to ensure that the capacity of venues was not exceeded at any time. We also held six online webinar events to provide information to those who felt more comfortable with online meetings or were unable to attend one of our in-person events. Before the start of the statutory consultation, National Grid discussed its approach with officers from the Local Planning Authorities and prepared a Statement of Community Consultation (SOCC). This document set out how we were planning to consult on the project and is published on the project website. To help ensure the consultation was accessible, we wrote to approximately 77,000 properties with details of our proposals and held 14 face-to-face events and six webinars. We also made a freephone and freepost service available for people to contact us with any queries. This provided an alternative option for those

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		who may have difficulty accessing other engagement channels or were less comfortable with online technology. National Grid is happy to discuss any special requirements for marginalised groups for consultation and implement these where practicable. The Statement of Community Consultation is available as **Appendix A** to this report.
DESIGN CHANGE (CR)	Feedback suggesting that underground cables are used in this section / the underground cables as part of the Waveney Valley Alternative are extended	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of extending the underground cable throughout Norfolk raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WALOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WALOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
Economic / Employment impact	Feedback concerning negative impact on businesses	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application
Environmental impact	Feedback concerning negative impact on the environment	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities)

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
Financial compensation	Feedback concerning negative impact on property value	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as ‘injurious affection’ and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: • **Norwich-Tilbury@fishergerman.co.uk** or by calling us on Freephone **0808 175 3314**. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
Health, Safety & Wellbeing	Feedback concerning negative impacts to health and wellbeing in this area (such as electromagnetic fields (EMF))	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grids approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the EMF compliance report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and look to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid have followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.
Visual Impact	Feedback concerning visual impact / height of pylons	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy.

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect to customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient.

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.
Wildlife / Ecology impact	Feedback concerning negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid have committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.
Question	Query regarding proposals in this area	Queries sent to the Project team were responded to directly or are responded to within this report.
Airfields	Feedback concerning impact to aircraft / airfields	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1. Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including 2 helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		non-statutory, statutory consultation and targeted consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economic, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).
Needs case	Feedback suggesting other routes / alternatives to be considered	National Grid notes the respondent's feedback. Strategic alternatives for the Project, including underground cables and offshore cables, have been considered and are set out in the published Strategic Options Backcheck and Reviews (SOBR) published in

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		2023 and 2024 (available on the Project website) and the 2025 SOBR (document reference 7.17). This sets out the need case for the Project and the reasoning why an onshore solution (including a mix of overhead lines and underground cable) has been taken forward. National Grid has a statutory duty to facilitate new connections and maintain a safe National Electricity Transmission System (NETS). The Project would facilitate the connection agreements that are in place with two offshore wind farm projects and an interconnector project based on their connection into a new East Anglia Connection Node (EACN) substation. The Project would also reinforce the local transmission network which currently does not have the capacity needed to reliably and securely transport all the energy that is likely to be connected in the future – driven by the Government's plan to increase offshore wind from the current 8.5 GW to 50 GW by 2030 to meet the increased demand. This ambition has been emphasised in the National Energy System Operator's (NESO) Clean Power 2030 report published in November 2024.
Project Finance / Costs	Feedback concerning project costs and the cost of underground cables	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the statutory consultation and targeted consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		makes clear that 'the government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project has incorporated suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data.
Mid Suffolk		
No responses		
Babergh, Colchester and Tendring		
Community / Social impact	Feedback concerning impact on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15 of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).
Consultation	Feedback requesting engagement in this area	National Grid has held three consultations for the Project; two non-statutory in 2022 and 2023 and a statutory consultation in 2024. At all of these, we have

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		engaged directly with affected landowners, stakeholders, and local residents with an interest in the Project. We also held targeted consultations in key areas along the route where our proposals changed following the statutory consultation. In this we engaged directly with those most affected by the changes in alignment or access and took their feedback into account.
DESIGN CHANGE (CR)	Suggest that underground cables are used	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.
Environmental impact	• Feedback concerning negative impact on the environment / countryside • Suggest that areas other than the AONB should be protected (such as the Fordham Valley)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.
Heritage	Feedback concerning negative impact on heritage sites / archaeology (including Roman Tile kiln / Roman site and medieval sites)	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		undertaken and is reported in Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS-OWSI) (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.
Visual Impact	Feedback concerning negative impact on landscape / views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect to customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.
Wildlife / Ecology impact	Feedback concerning negative impact on wildlife / habitats / flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.
Request	Request for National Grid to respond to landowners	National Grid consults with all landowners and persons with an interest in a piece of land impacted by the Project. If a landowner or a person with an interest in the land feels that they have not been consulted or if they require a response they should make contact with the Project lands team to discuss: **Norwich-Tilbury@fishergerman.co.uk** or by calling us on Freephone **0808 175 3314**.Alternatively, you can write to **Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD**
Braintree		
Agricultural land	Feedback concerning negative impact to farmland	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
Community / Social impact	Feedback concerning the impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15 of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).
Construction impacts	Feedback concerning impact on traffic levels in local area caused by construction works (e.g. construction traffic travelling along local roads, road closures, etc.)	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The Outline CTMP provides details about the proposed construction access strategy that has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors, using a combination of more suitable Local Road

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		Network connections from the Strategic Road Network, and temporary haul roads for access along the proposed alignment. The Outline CTMP highlight any measures to reduce impacts to other road users from construction traffic related to the Project. Environmental Statement (ES) Chapter 16: Traffic and Transport (Document Reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (Document Reference 7.11), submitted with the Development Consent Order (DCO) application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts
Consultation	Request for further consultation in this area such as a presentation to local councillors from National Grid	National Grid held 14 events during our statutory consultation at locations along the route, including several late and weekend events. We had to accommodate our events with availability of the local halls and capacity to fit enough people and materials. We also held six public webinars which were in the evening for those who could not attend one of the public information events, at these we shared all the same information and had members of the Project team available to answer questions.

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		Throughout the statutory consultation we had a dedicated phoneline and email for people to get in touch with us if they had any questions.
DESIGN CHANGE (CR)	Suggest the route follows south of Old Mill Lane	National Grid has considered feedback requesting for the alignment (as in between TB76 and TB81) to move away from certain properties to reduce visual impacts. We have proposed a change to the alignment between TB75 and TB79 (now TB76 and TB81) which would move TB77 to the south-east of Old Mill Lane.
Economic / Employment impact	Feedback concerning negative impact on businesses	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.
Environmental impact	Feedback concerning negative impact on the environment	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.
Financial compensation	Request for financial compensation	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: • Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).
Health, Safety & Wellbeing	• Feedback concerning negative impact on mental health / health and wellbeing • Feedback concerning health risks associated with overhead lines (e.g. EMF, cancer) / physical health risks associated with the Project	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns.

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us: FREEPOST N TO T** (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.
Heritage	Feedback concerning negative impact on heritage buildings / listed buildings / historical sites	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS-OWSI) (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.
Visual Impact	Feedback concerning negative impact on landscape / views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect to customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.
Wildlife / Ecology impact	Feedback concerning impact on protected species and wildlife in this area	Through routeing, sitting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).
Chelmsford		
No responses		
Basildon and Brentwood		
Agricultural land	Feedback concerning the removal of valuable agricultural land / disruption to farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works, which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
Consultation	Request targeted consultation in areas that have not been included e.g. Ingatestone and Fryerning	National Grid carried out targeted consultations on localised changes that would potentially alter the Order Limits for the Project where there were new or different impacts on landowners, communities and/or the environment. There were some further changes to our proposals, such as the movement of pylons within the Order Limits presented and

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		minor amendments where it was considered that consultation was proportionate to the change suggested. The approach we took followed the latest guidance issued by the Government's Planning Inspectorate, which makes it clear that targeted consultation can be bespoke and proportionate to the type of change proposed.
DESIGN CHANGE (CR)	Suggest that underground cables are used	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		proposed at Fairstead for a 400 kV overhead line crossing.
Economic / Employment impact	Feedback concerning negative impact on business operations	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.
Heritage	Feedback concerning negative impact heritage sites / listed buildings	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS-OWSI) (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.
Visual Impact	Feedback concerning negative impact on landscape / views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect to customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.
Thurrock		
Consultation	Request for further consultation in this area	National Grid has held three consultations for the Project; two non-statutory in 2022 and 2023 and a statutory consultation in 2024. At all of these, we have engaged directly with affected landowners, stakeholders, and local residents with an interest in the Project. We also held targeted consultations in key areas along the route where our proposals changed following the statutory consultation. In this we engaged directly with those most affected by the changes in alignment or access and took their feedback into account.
Economic / Employment impact	Feedback concerning negative impact on businesses	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.
Environmental impact	Feedback concerning negative impact on the environment	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.
AONB	Feedback concerning negative impact to the AONB and SSSI	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). Although there are 22 SSSI within the study area, current proposals avoid the majority of impacts on SSSIs, with no long-term negative impacts anticipated on any SSSIs as a result of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		any necessary mitigation detailed to ensure no significant residual effects. National Grid will continue to engage with Natural England.
No Location		
Agricultural land	Feedback concerning disruption to farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works, which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
AONB	Feedback concerning negative impact on the AONB and SSSIs generally	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). Although there are 22 SSSI within the study area, current proposals avoid the majority of impacts on SSSIs, with no long-term negative impacts anticipated on any SSSIs as a result

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. National Grid will continue to engage with Natural England.
Community / Social impact	Feedback concerning negative impact on communities and community amenities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15 of the Environmental

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).
Construction impacts	• Feedback concerning project maintenance and the upkeep of pylons • Feedback concerning impact of construction works generally (construction taking a long time, construction workers working on pylons from 10am-7pm)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		Ecological Management Plan (LEMP) (document reference 7.4) and the Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (WSI) (document reference 7.5).
Consultation	Feedback supporting National Grid's approach to consultation and the materials Criticism that alternatives have not been presented for consultation (such as offshore, HVDC transmission) Suggest that feedback is listened to / Criticism that consultation will not make a difference (e.g. National Grid is doing this only for the Consultation Report) / Criticism that the project is in National Grids interests / biased Feedback criticising consultation materials (out of date / lack of detail / misleading / misinformative / confusing / too technical / links don't work) / Request for further detail with regards to materials Feedback criticising National Grid is not following its own statements / policies Feedback suggesting that the Project should follow the HM Treasury Green Book and in line with the SoCC Feedback criticising that National Grid has not considered the ESO 2024 Report / Hirons Report Feedback criticising the length of consultation / Suggest consultation period is extended	National Grid notes the respondent's feedback

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
	Feedback concerning who consultation materials were sent to	
	Feedback concerning how proposed changes are communicated to the wider audience e.g. press release, social media	
	Criticism of National Grid generally	
	Criticism of the Government	
	Criticism of impact surveys undertaken (timings, impact on environment)	
	Criticism that National Grid contradict its actions elsewhere (e.g. use of undersea cables / underground cables for other Projects)	
	Criticism that National Grid is unable to answer questions during consultation	
	Feedback criticising that the consultation approach was too selective and could cause confusion and misunderstanding	
	Feedback suggesting changes to the targeted consultation approach (start date, length, interactive map, map designs) / Concern the zones are too narrowly defined	
	Request for consultation feedback and updates	
	Request for the open involvement of parish councilors beyond red line boundary wards / Request early notice of dates for community engagement for councilors	

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
DESIGN CHANGE (CR)	Suggest that the Project uses alternatives such as underground cables / HDVC transmission / be offshore Suggest the Project uses different style pylons (T-Pylons) Suggest that the existing overhead lines are reinforced / upgraded / removed	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects. We have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing. The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations would be required to accommodate the changing demands on the network.
Economic / Employment impact	Feedback concerning negative impact on the economy generally Feedback concerning negative impact on business operations	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.
Environmental impact	Feedback concerning negative impact on the environment / countryside generally Feedback concerning the sustainability of the Project	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings.

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		National Grid have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10 biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		for the Project is currently voluntary and aligned with our corporate sustainability commitment.
Financial compensation	Request for financial compensation / Request for cheaper energy bills Feedback concerning devaluation of property	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: • **Norwich-Tilbury@fishergerman.co.uk** or by calling us on Freephone **0808 175 3314**. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge.

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025). National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: • **Norwich-Tilbury@fishergerman.co.uk** or by calling us on Freephone **0808 175 3314**. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
Health, Safety & Wellbeing	Feedback concerning health risks (e.g. EMF, cancer) and safety risks (e.g. currents and static) associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the EMF compliance report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and look to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid have followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		organisations have comprehensive reviews of EMF research available to view on their websites.
Heritage	Feedback concerning negative impact on heritage sites and archaeology	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5 Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS-OWSI) (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		Project development which are detailed in ES Chapter 11 6.11
Tourism	Feedback relating to the impact on tourism	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).
Visual Impact	Feedback concerning negative impact landscape / views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect to customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.
Wildlife / Ecology impact	Feedback concerning the impact on ecology and wildlife	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species.

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.
AONB	Feedback concerning the impact on the AONB generally	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect National Landscapes. Our proposals include a total of approximately 20 km of underground cable through and

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for short sections near Fairstead and North Tilbury. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them elsewhere, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economic and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in ES Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out potential effects on landscape and visual receptors.
Technology and Operations	Concern that overhead lines are vulnerable to weather events	National Grid's 400 kV overhead lines are designed to remain robust and operational in the worst weather conditions in the UK. Although overhead lines are more susceptible to disruption from lightning and high winds, they are also comparatively easy and cost-effective to repair and maintain compared to underground cables. The majority of the existing National Grid transmission network is constructed from overhead lines; these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		in the UK. Standards are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. At this stage no known changes are required for a new overhead line Project. Unforeseen events of sufficient severity to cause damage to infrastructure are very rare in the UK but do occur. Overhead lines could be subject to adverse weather conditions such as high wind speeds and lightning strikes. In the unlikely event an overhead line was to be damaged, a network wide monitoring system would detect the fault almost immediately and the circuit would be tripped, and the live current stopped. At the point of repairing any damage, overhead lines are comparatively easier and more cost-effective to repair and maintain than alternative transmission technology. We also undertake regular ground based inspections of the overhead line using thermal imaging to assess damage to the overhead line and utilise helicopters and drones equipment with high definition and thermal imaging cameras to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.
Needs case	Oppose the Project as currently proposed (e.g. use of overhead lines and / or underground cables generally)	National Grid notes the respondent's feedback. Strategic alternatives for the Project, including underground cables and offshore cables, have been considered and are set out in the published Strategic Options Backcheck and Reviews (SOBR) published in 2023 and 2024 (available on the Project website) and

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		the 2025 SOBR (document reference 7.17). This sets out the need case for the Project and the reasoning why an onshore solution (including a mix of overhead lines and underground cable) has been taken forward. National Grid has a statutory duty to facilitate new connections and maintain a safe National Electricity Transmission System (NETS). The Project would facilitate the connection agreements that are in place with two offshore wind farm projects and an interconnector project based on their connection into a new East Anglia Connection Node (EACN) substation. The Project would also reinforce the local transmission network which currently does not have the capacity needed to reliably and securely transport all the energy that is likely to be connected in the future – driven by the Government's plan to increase offshore wind from the current 8.5 GW to 50 GW by 2030 to meet the increased demand. This ambition has been emphasised in the National Energy System Operator's (NESO) Clean Power 2030 report published in November 2024. The needs case is reviewed at each critical stage of the Project's development and without a robust demonstrable need the Project would be revised or fall away. Currently, the contracted generation shows a clear need for the Project.
Project Finance / Costs	Criticism that there are cheaper alternatives to the Project that National Grid has not considered (e.g. offshore) / Concern the proposed option will be expensive / Criticism that National Grid has underestimated the cost of the proposal	Throughout the development of our proposals, we have carried out as full costing analysis of both overhead line and alternative options. Our initial assessments have concluded that the costs for an offshore grid would be around £4 billion, with lifetime costs of £4.5 billion. Whereas the costs of pursuing the onshore option

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
	Suggest that an alternative solution is used for the Project with the cost of this covered by people and businesses in London Request for a breakdown of costs	would be £895 million, and lifetime costs of £1,231 million. When developing proposals for new transmission connections, we need to consider National Policy Statements which are set by government. The National Policy Statement (NPS) EN-5 covers the development of new energy infrastructure. This policy concludes that in most cases, the government expects that overhead lines will be appropriate and should be used as standard to reinforce the grid. The proposals to use overhead line technology for the Project is in line with this policy and with our statutory duty as a company. In addition to cost, there are a range of environmental factors and other onshore and offshore impacts which need to be considered for alternatives. Taking all these considerations into account, we have concluded that an onshore connection is the most appropriate solution for the Project. Further information regarding the potential alternatives, including discussion of costs, and how we came to our conclusion that our proposed connection is the most appropriate solution, is available in the 2025 Strategic Options Backcheck and Review (document reference 7.17) and the 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15). The cost of the Project would be shared by all billpayers. National Grid is funded by a price control mechanism which is agreed with and set by the regulator, the Office of Gas and Electricity Markets (Ofgem). National Grid pays up front for the costs to build a new power transmission line. The cost is then gradually passed to consumers through their electricity

Headline Issue	Matters Raised	How National Grid had regard to headline issues raised
		bills over the next 40 years or so. Any alternative option would also be funded in this way, and so we are required to pursue the cheapest option as all costs ultimately go onto the billpayer.

10. Targeted Consultations

10.1 Introduction

10.1.1 In Spring 2025, National Grid held further targeted consultations to provide stakeholders and the public the opportunity to provide feedback on proposed changes to the proposals in specific areas, before finalising proposals for submission.

10.1.2 As the proposed changes would not fundamentally change the Project as a whole, a targeted consultation approach was used, in line with guidance in paragraph 020 of the Planning Act (PA) 2008: Pre-application stage for Nationally Significant Infrastructure Projects issued in April 2024 by the Department for Levelling Up, Housing and Communities (DLHC) (now Ministry of Housing, Communities and Local Government (MHCL)):

- 'Once applicants have completed the consultation process set out in their SoCC, where a proposed application is amended in the light of responses to consultation then, unless those amendments materially and substantially change the proposed application or materially changes its effects as a whole, the amendments themselves should not trigger a need for further consultation. The amendments can be reported as part of the consultation report submitted with the application.
- Only where the project taken as a whole changes very significantly, and to such a large degree that what is being taken forward is fundamentally different from what was previously consulted on, should re-consultation on the proposed application as a whole be considered.
- In understanding whether there has been a material and substantial change, applicants should take into account the following guiding factors:
  - *the degree of change as compared to the proposals previously consulted upon as a whole;*
  - *the number of materially worse environmental effects as compared to what has been the subject of previous consultations; and*
  - *the level of public interest, and the likelihood that such interest would merit further consideration in the context of that change.*

'For any material change to a part of the proposed application where the project as a whole is not fundamentally changed, for example in the case of linear aspects where new information leads to a new alignment for a particular section of the proposal, a bespoke and targeted approach to further consultation can be adopted, which can address the specific consultation obligations arising proportionately.'

'Targeted consultation can be statutory or non-statutory or a combination of the two depending on whether new persons needing to be consulted underS ection 42 of the Planning Act have been identified, but such targeted consultation will not require the production of PEI [preliminary environmental information] provided proportionate and

appropriate information on environmental implications of any changes, where necessary, is provided.'

10.1.3 Drawing on the wording within the guidance, each proposed change was reviewed by the project team to determine whether it would be appropriate to undertake further bespoke and targeted community consultation on the change, either individually or collectively if multiple proposed changes were grouped geographically. The locations where the project team judged that it would be appropriate to undertake additional targeted community consultation were due to the degree of change, potentially different environmental effects compared to those described in the PEIR and/or the likely level of public interest.

10.1.4 In addition to the areas identified for targeted community consultation, landowner consultation with those affected by the accepted changes outside the targeted consultation areas was undertaken as detailed in **Chapter 11** of this Consultation Report.

10.1.5 In terms of the provision of environmental information, Paragraph 20 of the guidance is clear that *"targeted consultation will not require the production of PEI provided proportionate and appropriate information on environmental implications of any changes, where necessary, is provided"*. In accordance with this, each targeted community consultation was accompanied by an Environmental Implications of Change document, setting out the project team's review of the proposed change and its likely environmental implications against the assessment reported in the Preliminary Environmental Information Report (PEIR) published as part of the 2024 route-wide statutory consultation.

10.1.6 This chapter summarises the targeted consultations held by National Grid in 2025. It details the approach to the targeted consultations, who was consulted, and how. This chapter also details ways that stakeholders could respond, how many did, and also summarises the feedback received, and changes made as a result.

10.1.7 **Appendix K** of this report includes supporting information on the targeted consultations.

10.2 Targeted Consultations Approach

10.2.1 National Grid took a combined approach of carrying out targeted consultations on a non-statutory and statutory basis as follows:

- Norfolk and Suffolk targeted non-statutory consultations: Thursday 30 January to Monday 3 March 2025;
- Essex and Thurrock targeted non-statutory consultations: Tuesday 25 February to Thursday 27 March 2025; and
- Thurrock 3 targeted statutory consultation: Tuesday 18 March to Thursday 17 April 2025.

10.2.2 The targeted community consultation for Thurrock 3 was undertaken on a statutory basis as it was deemed that the proposed changes to existing overhead lines and primary access routes (PARs) in Tilbury may affect new communities, residents and landowners in the area.

10.2.3 The targeted consultations had the following aims:

- Provide an overview of the updated proposals to local communities and stakeholders in locations where changes were being considered to the Project;
- Explain why changes were being suggested to the Project since the 2024 statutory consultation;
- Outline the environmental implications of the proposed changes (EIC);
- Ensure local stakeholders and consultees had the opportunity to provide feedback on the work to date; and
- Outline the next steps and the programme and how the proposals will be further developed and how feedback has been taken into account.

10.3 'Targeted Consultation Strategy' document

10.3.1 The approach to the Norfolk, Suffolk, Essex and Thurrock targeted non-statutory community consultations was set out in the draft Targeted Consultation Strategy document. This outlined why further targeted consultations were taking place, who and how National Grid were consulting and how feedback could be shared.

10.3.2 Local Planning Authorities within areas in which National Grid was to hold targeted consultations were invited to briefing sessions on the strategy for the targeted community consultations. These briefing sessions took place on 18, 19 and 27 November 2024. Further to these briefings, LPAs were provided with the draft Targeted Consultation Strategy document via email on 4 December 2024 and were asked to provide feedback on the proposed approach. All feedback was considered and where practicable taken on board by National Grid. A copy of the feedback received and actions taken can be found in **Appendix K** of this report.

10.3.3 A final version of the Targeted Consultation Strategy document, including maps of the consultation zones in Norfolk, Suffolk, Essex and Thurrock was published on the Project website on 30 January 2024 and can be found in **Appendix K** of this report.

10.3.4 The non-statutory targeted consultations in Norfolk, Suffolk, Essex and Thurrock were undertaken in accordance with the commitments outlined in the Targeted Consultation Strategy document. This is detailed in a compliance table included in **Appendix K** of this report.

10.4 'Targeted Statutory Consultation Strategy' document

10.4.1 The approach to the targeted statutory consultation for Thurrock 3 was set out in the Targeted Statutory Consultation Strategy document. This outlined why targeted statutory consultation was taking place, with whom and how National Grid was consulting and how to provide feedback. It included a map of the targeted statutory consultation zone, as well as a copy of the Statement of Community Consultation (SoCC) and the consultation zone for the 2024 statutory consultation.

10.4.2 On 6 March 2025 the draft Targeted Statutory Consultation Strategy document was provided to Thurrock Council for their feedback and the council confirmed that they had no comments.

10.4.3 A final version of the Targeted Statutory Consultation Strategy was published on the Project website as part of the suite of materials provided as part of the 2025 Thurrock 3 targeted statutory consultation and can be found in **Appendix C** of this report.

10.4.4 The statutory targeted consultation for Thurrock 3 was undertaken in accordance with the commitments outlined in the Targeted Consultation Strategy document. This is detailed in a compliance table included in **Appendix K** of this report**.**

10.5 Norfolk and Suffolk Targeted Consultations

Introduction

10.5.1 National Grid held further targeted consultations to provide stakeholders and the public the opportunity to provide feedback on proposed changes to the Project proposals in Norfolk and Suffolk.

10.5.2 A non-statutory targeted consultation approach was considered appropriate, in line with guidance as set out in paragraph 10.1.2 in this chapter, as the changes did not fundamentally change the Project as a whole.

10.5.3 The Norfolk and Suffolk targeted consultations took place between 12:00 noon on 30 January 2025 and 11:59pm on 3 March 2025.

Who National Grid Consulted

10.5.4 The Norfolk and Suffolk targeted consultations were open to anyone with an interest in the Project. Bespoke consultation zones were developed to assist engagement with the local communities where proposed changes were being consulted upon.

10.5.5 Bespoke consultation zones were produced to include nearby properties which were likely to be affected. These were created following the principle that each consultation zone should be appropriate and proportionate in relation to the type and potential impact of the change. Where it was appropriate to do so, potential changes were grouped with a single consultation zone covering the grouped changes.

10.5.6 Four community consultation zones were established in Norfolk and six community consultation zones were created in Suffolk. The consultation zone maps can be found in the Targeted Consultation Strategy document (**Appendix K** of this report).

10.5.7 During the Norfolk and Suffolk targeted consultations, in addition to the properties within the bespoke consultation zones receiving the relevant consultation information in the post, the following groups and stakeholders were consulted with:

- Parish councils representing parishes where any proposed changes fall within their parish boundary;
- MPs representing constituencies where the location of proposed changes falls into all or part of the constituency;
- Elected representatives in LPAs where the location of proposed changes falls into all or part of the their ward;
- Persons with interest in lands (PILs) within the draft Order Limits of the relevant consultation zones;

- ‘Seldom heard groups’ within the relevant consultation zones, representing people who are unlikely to respond to traditional consultation techniques and may need additional support to access materials; and
- Local interest groups, such as residents’ associations, community groups and groups with particular specialisms, such as local heritage or wildlife.

10.5.8 **Appendix F1** of this report contains the full list of prescribed consultees that were contacted, with the exception of the parish councils. The host parish councils from Norfolk and Suffolk that were contacted are listed in **Table 10.1** of this report. **Appendix I10** of this report contains the full list of non-prescribed consultees that were contacted.

Table 10.1 Parish Councils Consulted

Norfolk Parish Councils		
Swardeston	Swainsthorpe	Ashwellthorpe and Fundenhall
Tacolneston	Forncett	Bunwell
Carleton Rode	Tibenham	Heywood
Bracon Ash	Bressingham	Flordon
Mulbarton	Newton Flotman	Roydon
Shelfanger	Stoke Holy Cross	Tharston and Hapton
Winfarthing		
Suffolk Parish Councils		
Palgrave	Thrandeston	Wortham and Burgate
Mellis	Gislingham	Mendlesham
Gipping	Cotton	Battisford
Barking	Offton and Willisham	Somersham
Raydon	Wenham Magna	Holton St Mary
Badley	Creeting St. Peter	Earl Stonham
Finningham	Great Bricett	Little Blakenham
Ringshall	Stowupland	Wickham Skeith
Burstall	Chattisham	Copdock and Washbrook
Higham	Hintlesham	Sproughton
Stoke-by-Nayland	Stratford St. Mary	Wenham Parva

10.5.9 On 30 January 2025 a consultation letter was sent to notify the prescribed and non-prescribed consultees to of the targeted consultations. **Appendix K** details the letters and materials that were sent to the consultees.

How National Grid Consulted

10.5.10 National Grid is committed to ensuring that any consultation process and associated communication is made accessible to as many parts of the community as possible. National Grid's consultation activities included:

- Setting up a project specific website, email, and dedicated telephone information line;
- Mailing a consultation pack directly to properties in the relevant consultation zones;
- Mailing the Community Newsletter to approximately 77,000 properties along the route to notify the wider community of the targeted consultations;
- Producing materials to support consultation, including the Targeted Consultation Strategy document, consultation leaflets specific to each location reference including the relevant maps, Environmental Implication of Change (EIC) documents relevant to each location reference, and a feedback questionnaire;
- Notifying the contact database via the regular Project update email newsletter;
- Holding online events, including webinars and telephone appointments; and
- Local and regional media promotional activity.

Project Website, Email and Information Line

10.5.11 National Grid set up a website to publish information on the Project along with consultation materials and historical Project information. Information on the Project website included:

- Public consultation pages – with details of dates and timings of public webinars;
- Frequently Asked Questions (FAQs);
- Consultation leaflets specific for each location reference;
- EIC documents specific for each location reference;
- Feedback questionnaire; and
- Contact details.

10.5.12 The Project website URL is: www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/norwich-to-tilbury

10.5.13 A dedicated email and telephone information line were set up and publicised:

- **Email:** contact@n-t.nationalgrid.com; and
- **Telephone**: 0800 151 0992 (lines open Monday to Friday 9.00am – 5.30pm).

10.5.14 During the targeted consultations period (30 January 2025 to 17 April 2025) the Project website received 17,319 views.

Direct Mailing to the Consultation Zones

10.5.15 All residential and business addresses within the consultation zones (see 10.3.6 of this chapter) were contacted directly. On 30 January 2025 a consultation pack was direct mailed to all properties – approximately 196 addresses - within the relevant consultation zones.

10.5.16 The consultation pack included:

- A letter setting out information on the targeted consultation and inviting the recipient to provide feedback;
- A consultation leaflet explaining the proposals in the area and why;
- A map showing the proposed change in their area (as well as what had been previously presented at statutory consultation where applicable);
- Information on how people could take part and provide their feedback;
- An EIC document setting out appropriate and proportionate environmental information on the implications of the proposed change; and
- A feedback questionnaire and a freepost envelope.

10.5.17 The consultation leaflets and EIC documents specific to each location reference can be found in **Appendix K** of this report.

10.5.18 In January 2025, National Grid also directly mailed the Community Newsletter to approximately 77,000 properties along the route within the Statutory Consultation Primary Consultation Zone (PCZ) to notify the wider community of the targeted consultations. A copy of the Community Newsletter can be found in **Appendix K** of this report.

Consulting PILs under Section 42(1)(d) and Section 44

10.5.19 Section 42(1)(d) and Section 44 of the PA 2008 sets out how a project must consult with PILs, i.e. those who own, occupy, have an interest in, or are able to make certain claims for compensation in respect of, land affected by a project. Under Section 44, PILs are split into three categories. More information about the three categories is available in **Section 10.7.20** of this report.

10.5.20 National Grid consulted with Category 1 and Category 2 PILs during the targeted consultations. Consultation with Category 3 PILs was undertaken during the 2025 further landowner consultation, as detailed in **Chapter 11** of this report.

10.5.21 A consultation pack was mailed to Section 42(1)(d) and Section 44 consultees to inform them of the targeted consultation (see **Appendix F** of this report for letter sent and the list of consultees). Details about the consultation pack can be found in **Section 10.5.16** of this chapter. More information about consulting PILs under Section 42(1)(d) and Section 44 can found in **Section 8.7** of this report.

10.5.22 **Appendix K** of this report includes the return to sender information and land agent correspondence.

10.5.23 230 Category 1 and Category 2 PILs were written to in letters posted week commencing 28 January 2025. Two newly identified PILs were written to during the week commencing 10 February 2025, and 1 newly identified PIL was written to in the week commencing 24 February 2025.

10.5.24 The letter included in the consultation pack invited all PILs to have a one-to-one meeting with Fisher German to discuss the proposed change. A total of 26 meetings were requested and held.

10.5.25 A summary of how many PILs fell into each category is shown in **Table 10.2** of this report.

10.5.26 Consultation responses from Section 42(1)(d) PILs were analysed and headline issues are presented in **Section 10.8** of this report.

Table 10.2 Number of PILs Consulted

Date (w/c)	Category 1	Category 2	Letters sent to Individual PILs*
28 January 2025	122	120	230
10 February 2025	0	2	2
24 February 2025	1	0	1
Total	123	122	233

**The number of letters sent are lower than the total of PILs in each row as some PILs had an interest in more than one Category of land. Where this was the case, PILs were only sent one letter that covered all interests.*

10.5.27 On 31 January National Grid became aware some detail on the Suffolk 1 map showing the re-routed 132 kV line was missing. This was due to a desire to increase the scale of the map to zoom in on the bigger changes in the north of the route. The full change to the 132 kV line was described in the text and in the EIC but was not included in the Suffolk 1 map and leaflet. A Suffolk 1a leaflet and EIC document were produced to include the full area and uploaded to the Project website. The EIC is identical to the Suffolk 1 EIC.

10.5.28 The Suffolk 1a leaflet and EIC were sent to the 16 people with addresses or land interests in the area which was not shown on the plan. **Appendix K** of this report includes the letter that was sent to the 16 affected properties. This letter included an extension to the deadline for feedback up to 10 March 2025 and feedback was accepted from any stakeholder that provided comments on Suffolk 1a.

10.5.29 **Appendix K** of this report includes both the Suffolk 1 and Suffolk 1a leaflets and EIC documents.

10.5.30 National Grid also acknowledges that there was a slight inconsistency in the consultation documents produced for Suffolk 3 regarding the number of angle pylons in the proposed change. The annotated maps and EIC document were both correct and did not impact the ability to provide feedback.

Materials Produced to Support Consultation

10.5.31 A range of consultation materials were provided as part of the consultation which included varying levels of technical detail. These include:

- Targeted Consultation Strategy document;
- Project website;
- Feedback questionnaire: an online and paper feedback questionnaire to gather responses throughout the targeted consultation period;
- Consultation leaflets specific to each location reference, including maps; and
- EIC documents specific to each location reference.

Webinars

10.5.32 Online public webinars were organised to enable the Project team to present information about the proposed changes and enable those interested to put their questions to them. Information included an overview and background to the Project, context and need; the changes to the proposals in the area and why these had been made; and the environmental implications of the proposed changes.

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

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

10.5.35 A total of three public webinars were held during the Norfolk and Suffolk targeted consultation. For those who could not attend the live webinar sessions, a recording was made available on the Project website for playback.

10.5.36 A total of 49 stakeholders and members of the public attended the webinars. The attendance at each is set out in **Table 10.3** of this report.

Table 10.3 Schedule of Online Public Webinars

Topic	Date and Time	Attendees
Norfolk	6pm-7pm, Tuesday 11 February 2025	11
Norfolk and Suffolk	12pm-1pm, Wednesday 12 February 2025	23
Suffolk	6pm-7pm, Thursday 13 February 2025	15
	Total	**49**

Media - Promotional Activity

10.5.37 The Norfolk and Suffolk targeted consultations were promoted through various online methods including:

- Placing advertisements in local and regional newspapers providing information about the Norfolk and Suffolk targeted consultations. See **Table 10.4** of this report for the schedule of adverts and **Appendix C** of this report for copies of the adverts;
- Publishing full details of the Norfolk and Suffolk targeted consultations and public webinars on the Project website; and
- Providing contact details for queries and how to request paper copies of the targeted consultation materials.

Table 10.4 Newspaper Adverts Schedule

Publication	Paper copy / online	Date(s)
Eastern Daily Press	Paper	30 January 2025
East Anglian Daily Times	Paper	30 January 2025

Additional Engagement Activities Undertaken

10.5.38 National Grid undertook several engagement activities leading up to and throughout the Norfolk and Suffolk targeted consultations.

10.5.39 Briefings were offered to all district and unitary councils (two county councils and three district councils) within the consultation zone. Briefings took place with four councils and two parish councils, which is outlined in Table 10.5 of this report.

10.5.40 Briefings were given to those who accepted the offer and provided an overview and background to the Project; context and need; the proposed changes to the proposals in the area and why; and the environmental implications of the proposed changes. There were also question and answers sessions at the end of each briefing.

Table 10.5 Briefings to Stakeholders

Dates	Council meetings (County/ District/ Parish)	Attendees
30 January 2025	Babergh and Mid Suffolk Council	17
30 January 2025	Norfolk County Council	5
30 January 2025	Suffolk County Council	6
3 February 2025	South Norfolk District Council	13
6 February 2025	Norfolk Parish Council	0
6 February 2025	Suffolk County Council	4
12 February 2025	Palgrave Parish Council	2

10.6 Essex and Thurrock Targeted Consultations

Introduction

10.6.1 National Grid held further targeted consultations to provide stakeholders and the public the opportunity to provide feedback on proposed changes to the Project proposals in Essex and Thurrock.

10.6.2 A targeted non-statutory consultation approach was considered appropriate, in line with guidance as set out in paragraph 10.1.2 in this chapter, as the changes did not fundamentally change the Project as a whole.

10.6.3 The Essex and Thurrock targeted consultations on proposed changes took place between 12:00 noon 25 February 2025 and 11:59pm 27 on March 2025.

Who National Grid Consulted

10.6.4 The Essex and Thurrock targeted consultations were open to anyone with an interest in the Project. Bespoke consultation zones were developed to assist engagement with the local communities where proposed changes were being consulted upon.

10.6.5 Bespoke consultation zones were produced to include nearby properties which were likely to be affected. These were created following the principle that each consultation zone should be appropriate and proportionate in relation to the type and potential impact of the change. Where it was appropriate to do, potential changes were grouped with a single consultation zone covering the grouped changes.

10.6.6 13 community consultation zones were established in Essex and two community consultation zones were created in Thurrock. The consultation zone maps can be found in **Appendix K** of this report.

10.6.7 During the Essex and Thurrock targeted consultations, in addition to the properties within the bespoke consultation zones receiving the relevant consultation information in the post, the following groups and stakeholders were consulted with:

- Parish councils representing parishes where any proposed changes fell within their parish boundary;
- Members of Parliament (MPs) representing constituencies where the location of proposed changes fell into all or part of the constituency;
- PILs within the draft Order Limits within the relevant consultation zones;
- Elected representatives in LPAs where the location of proposed changes fell into all or part of their ward;
- ‘Seldom heard groups’ within the relevant consultation zones, representing people who are unlikely to respond to traditional consultation techniques and may need additional support to access materials; and
- Local interest groups, such as residents’ associations, community groups and groups with particular specialisms, such as local heritage or wildlife.

10.6.8 **Appendix F1** of this report contains the full list of prescribed consultees that were contacted, with the exception of the parish councils. The host parish councils from

Essex that were contacted and listed in **Table 10.6** of this report. **Appendix I10** of this report contains the full list of non-prescribed consultees that were contacted.

Table 10.6 Parish Councils Consulted

Essex Parish Councils		
Ardleigh	Billericay	Coggeshall
Feering	Great and Little Leighs	Great Tey
Great Waltham	Herongate and Ingrave	Kelvedon
Langham	Little Bromley	Little Burstead
Little Waltham	Margaretting	Aldham
Boxted	Broomfield	Chignal
Cressing	Dedham	Eight Ash Green
Fordham	Great Bromley	Great Horkesley
Rivenhall	Lawford	Little Horkesley
Marks Tey	Mountnessing	Ingatestone and Fryering
Roxwell	Silver End	Stock
Terling and Fairstead	West Bergholt	West Horndon
Wormingford	Witham	White Notley and Faulkbourne
Writtle		

10.6.9 On 25 February 2025 a consultation letter was sent to notify the prescribed and non-prescribed consultees of the targeted consultation. **Appendix K** of this report contains the letters and materials that were sent to the consultees.

How National Grid Consulted

10.6.10 National Grid is committed to ensuring that any consultation process and associated communication is made accessible to as many parts of the community as possible. National Grid's consultation activities included:

- Setting up a project specific website, email, and dedicated telephone information line;
- Mailing a consultation pack directly to properties in the relevant consultation zones;
- Mailing the Community Newsletter to approximately 77,000 properties along the route to notify the wider community of the targeted consultations;
- Producing materials to support consultation;
- Notifying the contact database via the regular Project update email newsletter,
- Holding online events, including webinars and telephone appointments; and

- Local and regional media promotional activity.

Project Website, Email and Information Line

10.6.11 National Grid updated the Project website with information on the targeted consultations along with consultation materials and historical Project information. Information on the Project website included:

- Public consultation pages – with details of dates and timings of public webinars;
- FAQs;
- Consultation leaflets specific for each location reference;
- EIC documents specific for each location reference;
- Feedback questionnaire; and
- Contact details.

10.6.12 The Project website URL is: www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/norwich-to-tilbury

10.6.13 A dedicated email and telephone information line were set up and publicised:

- **Email:** contact@n-t.nationalgrid.com; and
- **Telephone**: 0800 151 0992 (lines open Monday to Friday 9.00am – 5.30pm).

10.6.14 During the targeted consultation period (30 January 2025 to 17 April 2025) the Project website received 17,319 views.

Direct Mailing to the Consultation Zones

10.6.15 All relevant stakeholders within the consultation zones (see 10.4.6 of this report) were consulted, including contacting each residential and business address directly. On 25 February 2025 a consultation pack was directly mailed to all properties – approximately 1,124 addresses - within the relevant consultation zones.

10.6.16 The consultation pack included:

- A letter setting out information on the targeted consultation and inviting the recipient to take part;
- A consultation leaflet explaining the proposals in the area and why;
- A map showing the proposed change in their area (as well as what had been previously presented at statutory consultation where applicable);
- Information on how people could take part and provide their feedback;
- An EIC document setting out appropriate and proportionate environmental information on the implications of the proposed change; and
- A feedback questionnaire and a freepost envelope.

10.6.17 The consultation leaflets and EIC documents specific to each location reference can be found in **Appendix K** of this report.

10.6.18 In January 2025, National Grid also directly mailed the Community Newsletter to approximately 77,000 properties along the route within the Statutory Consultation PCZ to notify the wider community of the targeted consultations. A copy of the Community Newsletter can be found in **Appendix K** of this report.

Consulting PILs under Section 42(1)(d) and Section 44

10.6.19 Section 42(1)(d) and Section 44 of the PA 2008 sets out how a project must consult with PILs, i.e. those who own, occupy, have an interest in, or are able to make certain claims for compensation in respect of, land affected by a project. Under Section 44, PILs are split into three categories. More information about the three categories is available in **Section 10.7.20** of this report.

10.6.20 National Grid consulted with Category 1 and Category 2 PILs during the targeted consultations. Consultation with Category 3 PILs was undertaken during the 2025 further landowner consultation, as detailed in **Chapter 11** of this report.

10.6.21 A consultation pack was mailed to Section 42(1)(d) and Section 44 consultees (see **Appendix FK** of this report for letter sent and the list of consultees). Details about the consultation pack can be found in **Section 10.6.16** of this report. More information about consulting PILs under Section 42(1)(d) and Section 44 can found in **Section 8.7** of this report.

10.6.22 **Appendix K** of this report also includes the return to sender information and land agent correspondence.

10.6.23 310 PILs were written to (informing them of the targeted consultation) in letters posted week commencing 24 February 2025. One newly identified PIL was written to during the week commencing 3 March 2025.

10.6.24 The letter invited all PILs to have a one-to-one meeting with Fisher German to discuss the proposed change. A total of 25 meetings were requested and held.

10.6.25 A summary of how many PILs fell into each category is shown in **Table 10.7** of this report.

10.6.26 Consultation responses from Section 42(1)(d) PILs were analysed and headline issues are presented in **Section 10.8** of this report.

Table 10.7 Number of PILs Consulted

Date (w/c)	Category 1	Category 2	Letters sent to Individual PILs*
24 February 2025	310	308	310
3 March 2025	0	2	1
Total	310	310	311

**The number of letters sent are lower than the total of PILs in each row as some PILs had an interest in more than one Category of land. Where this was the case, PILs were only sent one letter that covered all interests.*

Materials Produced to Support Consultation

10.6.27 A range of consultation materials were provided as part of the consultations which included varying levels of technical detail. These include:

- Targeted Consultation Strategy document;
- Project website;
- Feedback questionnaire: an online and paper feedback questionnaire to gather responses throughout the targeted consultation period;
- Consultation leaflets specific to each location reference, including maps; and
- EIC documents specific to each location reference.

Consultation Activities

10.6.28 Online webinars and local media provided stakeholders opportunities to find out more about the proposals and to provide feedback.

Webinars

10.6.29 Online public webinars were organised to enable the Project team to present information about the proposed changes to people and for them to be able to ask the team questions. Information included an overview and background to the Project, context and need; the proposed changes to the proposals in the area and why; and the environmental implications of the proposed changes.

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

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

10.6.32 Three public webinars were held during the Essex and Thurrock targeted consultations. For those who could not attend the live webinar sessions, a recording was made available on the Project website for playback.

10.6.33 A total of 46 stakeholders and members of the public attended the webinars. The attendance at each is set out in **Table 10.8** of this report.

Table 10.8 Schedule of Online Public Webinars

Topic	Date and Time	Attendees
Essex	6pm-7pm, Monday 17 March 2025	34
Essex and Thurrock	12pm-1pm, Tuesday 18 March 2025	10
Thurrock	6pm-7pm, Thursday 18 March 2025	2
	Total	**46**

Bookable In-Person Sessions

10.6.34 National Grid held bookable in-person sessions to provide an opportunity for the local community to view 3D visualisations of how changes to the low height lattice pylons proposed at Great Waltham, Little Waltham and near Thurrock Airfield would look in the landscape.

10.6.35 Members of the public and stakeholders were asked to book in order to attend a session to ensure attendees would have an opportunity to view the 3D model. Sessions could be booked by contacting National Grid by phone, freepost and email. Walk-ins were accepted where possible.

10.6.36 More information about the public information events can be found in the **Table 10.9** of this report.

Table 10.9 Summary of Bookable In-Person Sessions

Date and Time	Venue	Attendees
Wednesday 12 March, 2pm-5pm	Bulphan Village Hall, Church Road, Bulphan, Upmister, RM14 3RU	14
Friday 14 March, 6pm-8:30pm	Great Waltham Village Hall, The pavilion, South Street, Great Waltham, Chelmsford, CM3 1DF	33
Saturday 15 March, 10am-2pm	Little Waltham Primary School, The St, Chelmsford, CM3 3NY	30

10.6.37 Consultation leaflets Essex 8 and Thurrock 2, and the Annexes, contained details of the events and images of the 3D visualisations (see **Appendix K** of this report).

Media - Promotional Activity

10.6.38 The Essex and Thurrock targeted consultations were promoted via online methods which comprised of:

- Placing advertisements in local and regional newspapers providing information about the Essex and Thurrock targeted consultations. See **Table 10.10** of this report for the schedule of adverts and **Appendix C** of this report for copies of the adverts;
- Publishing full details of the Essex and Thurrock targeted consultations and public webinars on the Project website; and
- Providing contact details for queries and how to request paper copies of the targeted consultation materials.

Table 10.10 Newspaper Adverts Schedule

Publication	Paper copy / online	Date(s)
Eastern Daily Press	Paper	25 February 2025
East Anglian Daily Times	Paper	25 February 2025

Additional Engagement Activities Undertaken

10.6.39 National Grid undertook several engagement activities leading up to and throughout the Essex and Thurrock targeted consultations.

10.6.40 Briefings were offered to all district and unitary councils (one county council, one unitary council, and six district councils) within the consultation zone. Briefings took place with elected representatives from seven councils and one parish council, which is outlined in **Table 10.11** of this report.

10.6.41 The briefings were given to those who accepted the offer and provided an overview and background to the Project; context and need; the proposed changes to the proposals in the area and why; and the environmental implications of the proposed changes. There were also question and answers sessions at the end of each briefing.

Table 10.11 Briefings to Stakeholders

Dates	Council meetings (County/ District/ Parish)	Attendees
21 February 2025	Colchester City Council	2
24 February 2025	Thurrock Council	3
26 February 2025	Braintree District Council	10
26 February 2025	Chelmsford City Council	3
28 February 2025	Brentwood Council	6
28 February 2025	Tendring Council	13
4 March 2025	Colchester City Council	2
6 March 2025	Essex Parish Councils	15
10 March 2025	Essex County Council	28
18 March 2025	Basildon Council	6

10.7 Thurrock 3 Targeted Statutory Consultation

Targeted Statutory Consultation Approach

10.7.1 National Grid held a targeted statutory consultation in Thurrock to provide stakeholders and the public the opportunity to provide feedback on proposed changes to the Project.

10.7.2 A targeted statutory consultation approach was considered appropriate as whilst the changes would not fundamentally change the Project as a whole, changes to existing overhead lines and primary access routes would affect new communities, residents and landowners in the area that had not been consulted before.

10.7.3 The Thurrock targeted statutory consultation on proposed changes took place between 12:00 noon 18 March 2025 and 11:59pm on 17 April 2025.

10.7.4 The statutory consultation was open to anyone who was interested in the Project. National Grid welcomed all views and has had regard to all comments and feedback when developing the design.

10.7.5 Under Section 47 of the PA 2008, National Grid has a duty to consult the local community. A two-tier consultation zone was developed to assist engagement with the local community where changes were being considered. This involved a 1 km consultation zone around the proposed new substation location, permanent assets and changes to the overhead lines, a 250 m zone from the proposed Order Limits for the modifications to the existing overhead lines, and a 250 m zone from PARs.

10.7.6 In addition to the local community, National Grid consulted with prescribed bodies and local authorities under Section 42(1)(a), (b) and (c) of the PA 2008. PILs, under Section 42(1)(d) and Section 44 were also consulted with.

What National Grid Consulted on

10.7.7 The targeted statutory consultation sought views and feedback on proposed changes to the Project presented to the public at the 2024 statutory consultation, including:

- Connecting into a new substation near Orsett, which would be located where a CSE compound had been proposed. This would remove the need to build approximately 4.5 km of underground cable and would no longer require an extension to the existing substation at Tilbury; and
- Modifications to the existing overhead lines in the area to enable the electrical connection into the existing Tilbury Substation.

Consulting Prescribed Consultees Under Section 42(1)(a)

10.7.8 Section 42(1)(a) of the PA 2008 requires Applicants to consult with all applicable ‘prescribed’ bodies. Persons prescribed under Section 42(1)(a) are listed in column 1 of Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (the “APFP Regulations”).

10.7.9 In April 2024, The Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 detailed amendments to Schedule 1. For the targeted statutory consultation,

National Grid consulted with all applicable ‘prescribed’ bodies in accordance with the 2024 amendments to Schedule 1.

10.7.10 A full list of the bodies consulted under Section 42(1)(a), as identified through Schedule 1 of the 2019 and 2024 APFP Regulations can be found at **Appendix F1** of this report.

10.7.11 On 18 March 2025 a consultation letter (see **Appendix K** of this report) was sent to the Section 42(1)(a) consultees, along with a copy of the project community newsletter (see **Appendix IK** of this report).

10.7.12 An email containing the letter was also sent to the Section 42(1)(a) consultees on the 18 March 2025 (see **Appendix K** of this report).

10.7.13 The responses from Section 42(1)(a) consultees responses have been analysed and headline issues are presented in **Section 10.8** of this Chapter.

Consulting Prescribed Consultees Under Section 42(1)(b) and Section 43

10.7.14 A full list of the bodies consulted under Section 42(1)(b) and Section 43 is included in **Appendix F2** of this report.

10.7.15 On 18 March 2025 a consultation letter was sent to Section 42(1)(b) consultees (see **Appendix FK** of this report). Along with the letter, consultees were also sent a copy of the Project Community Newsletter.

10.7.16 An email containing the letter was also sent to the Section 42(1)(b) consultees on the 18 March 2025 (see **Appendix F** of this report).

10.7.17 The responses from Section 42(1)(b) consultees have been analysed and headline issues are presented in **Section 10.8** of this Chapter.

Consulting Prescribed Consultees Under Section 42(1)(c)

10.7.18 Section 42(1)(c) requires consultation with the Greater London Authority (GLA) if the land is in Greater London.

10.7.19 The project is not within the GLA area and did not require consultation with the Section 42(1)(c) consultee. Nonetheless, the GLA was consulted in any case under Section 42(1)(b) on a precautionary basis.

Consulting PILs Under Section 42(1)(d) and Section 44

10.7.20 Section 42(1)(d) and Section 44 of the PA 2008 sets out how a project must consult with PILs, i.e. those who own, occupy, have an interest in, or are able to make certain claims for compensation in respect of, land affected by a project. Under Section 44, PILs are split into three categories:

- **Category 1**: Where the Applicant, after making diligent inquiry, knows that the person is an owner, lessee, tenant (whatever the tenancy period) or occupier of the land;

- **Category 2**: Where the Applicant, after making diligent inquiry, knows that the person is interested in the land, or has power to sell and convey the land, or to release the land;
- **Category 3**: Where the Applicant thinks that, if the order sought by the proposed application were to be made and fully implemented, the person would or might be entitled to make a relevant claim:
  - As a result of the implementing of the order;
  - As a result of the order having been implemented; or
  - As a result of use of the land once the order has been implemented.

10.7.21 National Grid consulted with Category 1 and Category 2 PILs during the targeted consultations. Consultation with Category 3 PILs was undertaken during the 2025 further landowner consultation, as detailed in **Chapter 11** of this report.

10.7.22 **Appendix K** of this report includes the consultation letter that was sent to the list of Section 42(1)(d) and Section 44 consultees, the consultee list, the return to sender information and the cover letter sent to land agents.

10.7.23 86 PILs were written to, that were within the draft Order Limits of the consultation zone, informing them of the targeted consultation in letters posted week commencing 14 March 2025.

10.7.24 The letter invited all PILs to have a one-to-one meeting with Fisher German to discuss the proposed change. A total of four meetings were requested and held.

10.7.25 A summary of how many PILs fell into each category is shown in **Table 10.12** of this report.

10.7.26 Consultation responses from Section 42(1)(d) PILs were analysed and headline issues are presented in **Section 10.8** of this report.

Table 10.12 Number of PILs Consulted

Date (w/c)	Category 1	Category 2	Letters sent to Individual PILs*
14 March 2025	63	30	86

**The number of letters sent are lower than the total of PILs in each row as some PILs had an interest in more than one Category of land. Where this was the case, PILs were only sent one letter that covered all interests.*

Notifying the Secretary of State Under Section 46

10.7.27 Section 46 of the PA 2008 places a duty on an Applicant to notify the Secretary of State on or before commencing consultation under Section 42. This duty was complied with ahead of statutory consultation in 2024.

Consulting Non-Prescribed Consultees

10.7.28 On 18 March 2025 an email containing a consultation letter was sent to all identified non-prescribed consultees. The letter provided details about the targeted consultation, the Project and how to respond (see **Appendix K** of this report).

10.7.29 The responses from non-prescribed consultees have been analysed and the headline issues are presented in **Section 10.8** of this report.

Consulting the Local Community Under Section 47

10.7.30 Section 47 of the PA 2008 sets out an Applicant's duty to consult the local community about a proposed application.

10.7.31 This was done in line with the Project SoCC, which was published on 10 April 2024. The SoCC allowed for future targeted consultations to be held in accordance with the principles and methods set out in the SoCC. The SoCC can be found in **Appendix E** of this report.

10.7.32 The Section 47 notice was published in three local newspapers between 18 March 2025 and 27 March 2025. See **Table 10.13** of this report for more details and the notice is available in **Appendix K** of this report.

Table 10.13 Newspapers where the Section 47 Notice was published

Newspaper	Dates
East Anglian Daily Times	Tuesday 18 March 2025 Tuesday 25 March 2025
Eastern Daily Press	Tuesday 18 March 2025 Tuesday 25 March 2025
Essex Chronicle	Thursday 20 March 2025 Thursday 27 March 2025

10.7.33 A two-tier consultation zone was developed to assist engagement with the local community where changes were being considered. This involved a 1 km consultation zone around the proposed new substation location, permanent assets and changes to the overhead lines, a 250 m zone from the proposed Order Limits for the modifications to the existing overhead lines, and a 250 m zone from PARs. Where appropriate, the consultation was extended to include whole streets.

10.7.34 A map of the consultation zone can be found in the Targeted Consultation Strategy in **Appendix K** of this report.

Publicising Pursuant to Section 48

10.7.35 Section 48 of the PA 2008 places a duty on an Applicant to publicise the proposed application in the prescribed manner, including a deadline for receipt by the Applicant

of responses to the publicity. This duty was complied with ahead of statutory consultation in 2024.

10.7.36 Notwithstanding this, awareness of each series of targeted consultations, including start and end dates, was raised in accordance with the published targeted consultation strategies. This included notifying the local and regional media via press release, notifying the local parish / parish councils, publishing full details of the targeted consultations on the project website, running an advert in local media titles on / following consultation launch and notifying hard to reach groups as identified within the SoCC. **Appendix K** details how the targeted consultations were undertaken in accordance with the published targeted consultation strategies.

Engagement with the Public

Consultation Zone

10.7.37 The consultation zone included people and businesses with properties postcodes within 1 km of the proposed new substation location, permanent assets and changes to the overhead lines. The zone also included postcodes 250 m from the Order Limits for the modifications to the existing overhead lines, and postcodes 250 m from PARs. This included approximately 5,344 addresses.

10.7.38 On 18 March 2025, a consultation pack was sent by post to all the properties within the consultation zone including the details of how to get involved in the consultation. The consultation pack included:

- A letter setting out information on the targeted statutory consultation and inviting feedback;
- A consultation leaflet that explained the proposals, a map showing the proposed change in the area (including what had been previously presented at the 2024 statutory consultation, where applicable), and how people could take part and provide feedback; and
- A feedback questionnaire and freepost envelope.

10.7.39 A copy of the consultation leaflets issued to the consultation zone can be found in **Appendix K** of this report.

10.7.40 In January 2025, National Grid also directly mailed the Community Newsletter to approximately 77,000 properties along the route to notify the wider community in the full PCZ of the targeted consultations. A copy of the Community Newsletter can be found in **Appendix K** of this report.

Project Update Subscribers

10.7.41 Since the launch of the Project, members of the public have been able to sign-up on the website with their email address to receive Project updates as the programme progresses. To raise awareness of the targeted statutory consultation, a Project update was sent to those who had subscribed to receive them.

10.7.42 An email containing the Project update was sent to approximately 2,641 email addresses.

10.7.43 A copy of the Project update notification can be found in **Appendix K** of this report.

Materials Produced to Support Consultation

10.7.44 A collection of consultation materials were published on the Project website at the launch of the Thurrock 3 targeted consultation to ensure there was enough information available to enable people and organisations to understand and comment on any aspect of the Projects' development and design.

10.7.45 The consultation materials included:

- Targeted Statutory Consultation Strategy document: outline of the strategy to consult stakeholders and the public on the proposed changes to the connection at Tilbury;
- A consultation leaflet: information about the proposed changes and how to get involved in the consultation;
- Consultation Summary Document: information about the proposed changes to the connection at Tilbury, including maps;
- EIC document: information about the potential for any different likely significant environmental effects associated with the proposed changes around the Tilbury connection; and
- Feedback questionnaire: an online and paper feedback questionnaire to gather responses to throughout the targeted consultation period.

10.7.46 **Appendix K** of this report includes a copy of the consultation materials.

10.7.47 A Design Development Report addendum for the proposed changes to the connection at Tilbury was also produced. This can be found in the Document Library on the Project website.

10.7.48 National Grid gave stakeholders and local community digital and non-digital opportunities to engage with the consultation materials through a dedicated website, public events and webinar events as well as via email, phone and Freepost.

Online Activities

10.7.49 National Grid was committed to ensuring that the consultation process and associated communication was made accessible to as many parts of the community as possible.

Project Website

10.7.50 National Grid published information on the Project website along with consultation materials as well as historical Project information.

10.7.51 During the targeted consultation period (30 January 2025 to 17 April 2025) the Project website received 17,319 views.

10.7.52 Features of the Project website can be found in **Table 10.14** of this report.

Table 10.14 Website Features

Function	Rationale
Interactive project map	The interactive project map was not updated to include the proposals being consulted on at the targeted statutory consultation. However, it remained available to enable members of the public to see how different components of the project fit together and included an explanation of where the latest proposals could be viewed.
Document library	The document library including the following documents: • Targeted Statutory Consultation Strategy; • Targeted consultation feedback questionnaire; • Targeted consultation overview map; • Thurrock 3 S47 notice; • Thurrock 3 Consultation Summary Document; • Thurrock 3 consultation leaflet; • Design Development Report – Addendum for Proposed Changes at Tilbury Connection; • Thurrock 3 EIC; • Thurrock 3 construction access plans; • Statutory Consultation Plan for Thurrock 3; and • Thurrock 3 proposed site layout. All historic project documents from previous consultations (including the SoCC) were also available in the document library
FAQs	To provide answers to FAQs without the need to contact the team or attend an in-person event
Online feedback questionnaire	To enable members of the public to submit their feedback online
Webinar sign-up form	To enable members of the public to sign up to webinars
Get in Touch	National Grid made a phone, email address and Freepost available for the public to provide their feedback during the consultation period. Contact details for landowners were also available on the Project website

10.7.53 **Appendix K** of this report includes screenshots of the Project website during the targeted consultations.

Project Webinars

10.7.54 Two online webinars were held during the consultation period to provide more information about the proposals. These webinars were available to the general public

and were advertised on the Project website and through the consultation materials. More information about the webinars can be found in **Table 10.15** of this report.

10.7.55 These webinars were also recorded, and the recordings were available on the Project website.

Table 10.15 Summary of Project Webinars

Date	Number of attendees
Wednesday 2 April 2025, 6pm-7pm	2
Tuesday 8 April 2025, 12pm-1pm	6
Total	8

10.7.56 **Appendix K** of this report includes a copy of the webinar material.

Public Information Events

10.7.57 National Grid held two in-person events during the consultation period, providing an opportunity for those who were interested to view the consultation materials and speak to members of the Project team. Information about the proposed changes was on display, as well as copies of maps and technical documents. Members of the Project team were available to talk through the proposals and answer any questions.

10.7.58 The public information events were held across the local area and were accessible and inclusive to the public. More information about the public information events can be found in **Table 10.16** of this report.

Table 10.16 Summary of Public Information Events

Date and Time	Venue	Number of attendees
Tuesday 25 March, 10:30am-3:30pm	Chadwell St Mary Village Hall, Waterson Road, Grays RM16 4NX	18
Thursday 27 March, 11:30am-4:30pm	West Tilbury Village Hall, Rectory Road, West Tilbury RM18 8UD	7

10.7.59 A copy of the consultation banners used at the Public Information Events can be found in **Appendix K** of this report.

Inspection Points

10.7.60 Paper copies of the targeted statutory consultation leaflet and feedback questionnaire were made available to collect at three public inspection points during the consultation. In addition to this, reference copies of the Consultation Summary

Document, EIC documents, the Targeted Statutory Consultation Strategy and SoCC were also available at the inspection points.

10.7.61 A list of inspection point locations available during the targeted statutory consultation can be found in **Table 10.17** of this report.

Table 10.17 Inspection Points

Location	Address	Opening hours
Tilbury Library	Civic Square, Tilbury RM18 8AD	Monday – 10am-5pm Tuesday – 10am-7pm Wednesday – 10am-5pm Thursday – 10am-7pm Friday – 10am-5pm Saturday – 10am-1pm Sunday - Closed
Chadwell Library	Brentwood Road. Chadwell St Mary RM16 4JP	Monday – 10am-5pm Tuesday – 10am-5pm Wednesday – Closed Thursday – 10am-5pm Friday – 10am-5pm Saturday – 10am-1pm Sunday - Closed
East Tilbury Hub and Library	Princess Avenue, East Tilbury RM18 8ST	Monday – Closed Tuesday – 10am-1pm and 2pm-5pm Wednesday – Closed Thursday – 10am-1pm and 2pm-5pm Friday – Closed Saturday – 10am-1pm Sunday - Closed

Promotional Activity

10.7.62 All members of the public, including those within the targeted statutory consultation zone, could register on the Project website to receive all Project information and engage as they wished.

10.7.63 National Grid raised awareness of the Project and targeted statutory consultation with wider stakeholders through the broad dissemination of information. This included placing advertisements in local and regional newspapers providing information about the targeted statutory consultation and how to get involved. See **Table 10.18** of this report for the schedule of adverts and **Appendix I** of this report for copies of the adverts.

Table 10.18 Newspaper Adverts Schedule

Publication	Paper copy / online	Date(s)
East Anglian Daily Times	Paper	18 March 2025
Eastern Daily Press	Paper	18 March 2025
Essex Chronicle	Paper	20 March 2025

Additional Engagement Activities Undertaken

10.7.64 In addition to in-person, online events and inspection points, a briefing was arranged with Thurrock Council during the consultation period. There were three attendees.

10.7.65 The briefing showed the proposed changes in the area and how National Grid consulted with local communities. The briefing took place on 24 March 2025.

10.8 Responses Received to the 2025 Targeted Consultation

Response Methods

10.8.1 Consultees could respond to the targeted non-statutory consultations and the targeted statutory consultation by completing the feedback questionnaire (online and paper copies were available), through email to the Project email address or by sending a response directly to the Project postal address:

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

10.8.2 The same feedback questionnaire was used throughout the targeted consultation period, applicable to all non-statutory and statutory targeted consultations.

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

10.8.4 Feedback from the targeted consultations has been collected and analysed together to accommodate the overlapping consultation periods, where responses were not directly related to a specific change, and to allow for responses to feedback to be presented together in **Section 10.8** of this report.

Response Rate

10.8.5 A total of 900 feedback submissions were received across the three targeted consultation periods from local communities, stakeholders, and other consultees. This comprised of paper response forms, online response forms, emails, and letters as detailed in **Table 10.19** of this report. Feedback sent directly to National Grid in these formats has been accounted for in the relevant categories within this table.

Table 10.19 Breakdown of Responses Received to the 2025 targeted consultations

Response Method	Number of responses
Online feedback questionnaire	138
Paper feedback questionnaire (via post/events)	121
Free text response (letter)	10
Free text response (email)	631
Total	**900**

Feedback Questionnaire

10.8.6 The feedback questionnaire asked a total of seven questions, including a mix of closed and open questions.

10.8.7 The feedback questionnaire can be found in **Appendix K** of this report and consisted of two sections as detailed in **Table 10.20** of this report.

Table 10.20 Targeted Consultations Questionnaire Sections and Question Types

Section	Question	Type
About You	Your Details	Closed Questions
	Q1	Closed / Open
	Q2 and Q3	Open
Equality and Diversity	Q4, Q5, Q6 and Q7	Closed

10.8.8 The results of both the closed (quantitative) and open (qualitative) questions are further detailed in from paragraph 10.8.12 onwards in this chapter.

Analysing Responses to the Targeted Consultations

10.8.9 Feedback on the Project could be provided through the questions and comment boxes in the feedback questionnaire (either online or in hard copy) or otherwise as a bespoke response issued by email or letter.

10.8.10 All feedback, regardless of origin, has been analysed as per the methodology detailed in **Section 9.4** of this report.

10.8.11 Feedback from all targeted consultations has been collected and analysed together to accommodate the overlapping consultation periods, where responses were not directly related to a specific change, and to allow for responses to feedback to be presented together in **Section 10.8** of this report.

Responses to Questions

10.8.12 This section presents feedback gathered through the questions on the feedback questionnaire (**Table 10.20** of this report) during the targeted consultation periods.

10.8.13 National Grid has had regard to the feedback provided through the response questions, using these to help guide understanding of public sentiment and the key areas of interest to assist as the proposals have been further developed.

Question 1

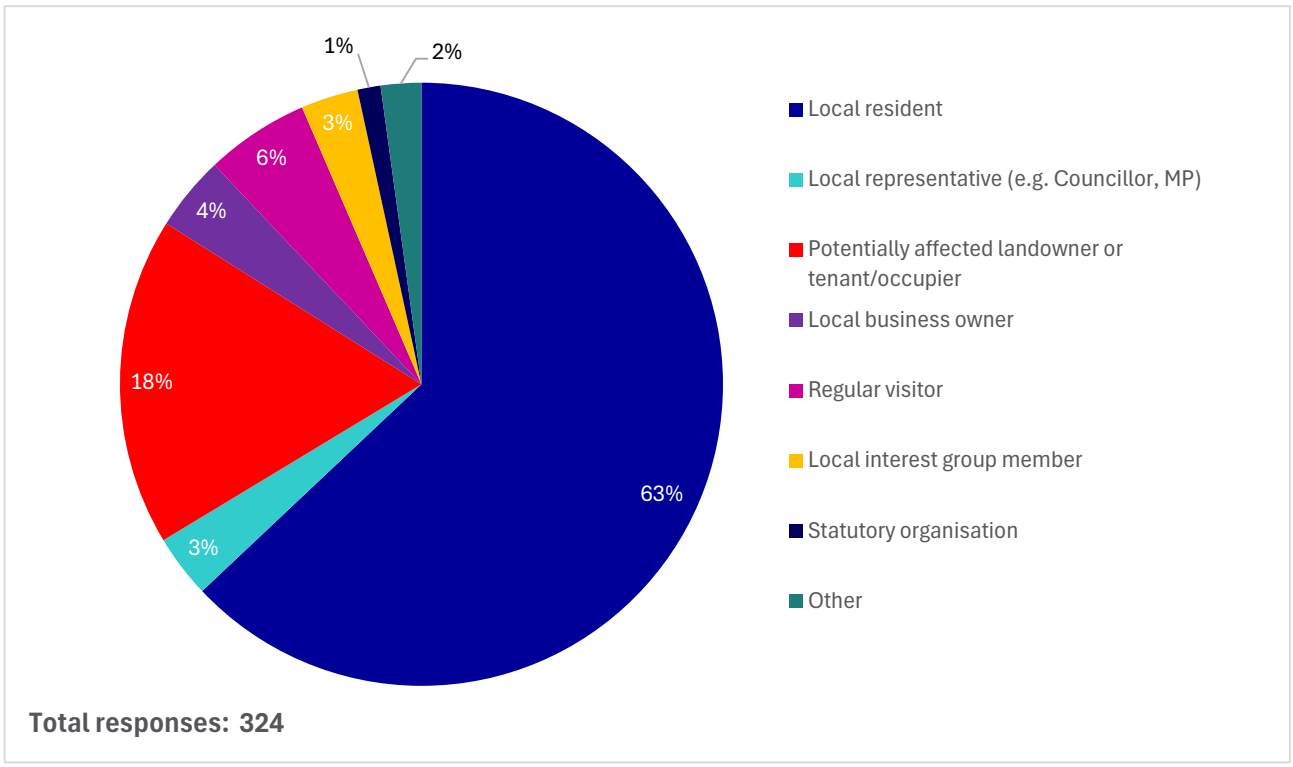
10.8.14 Question 1 of the feedback questionnaire (**Appendix K** of this report) asked respondents:

'How would you describe your interest in Norwich to Tilbury?'

10.8.15 Respondents could select more than one option. A total of 259 respondents answered this question, resulting in 324 responses. See **Figure 10.1** in this chapter.

10.8.16 The largest category of responses was 'Local resident', with 63% of responses selecting this option. The next most frequent category was 'Potentially affected landowner or tenant/occupier' with 18% of responses for this option. A small percentage of responses were received from 'Regular visitor' (6%), 'Local business owner' (4%), *'Local representative'* (3%), and *'Local interest group'* (3%). The final small number of responses were for *'Other'* (2%) and *'Statutory organisation'* (1%).

Figure 10.1 Question 1: How would you describe your interest in Norwich to Tilbury



Question 2

10.8.17 Question 2 of the feedback questionnaire (**Appendix K** of this report) asked respondents:

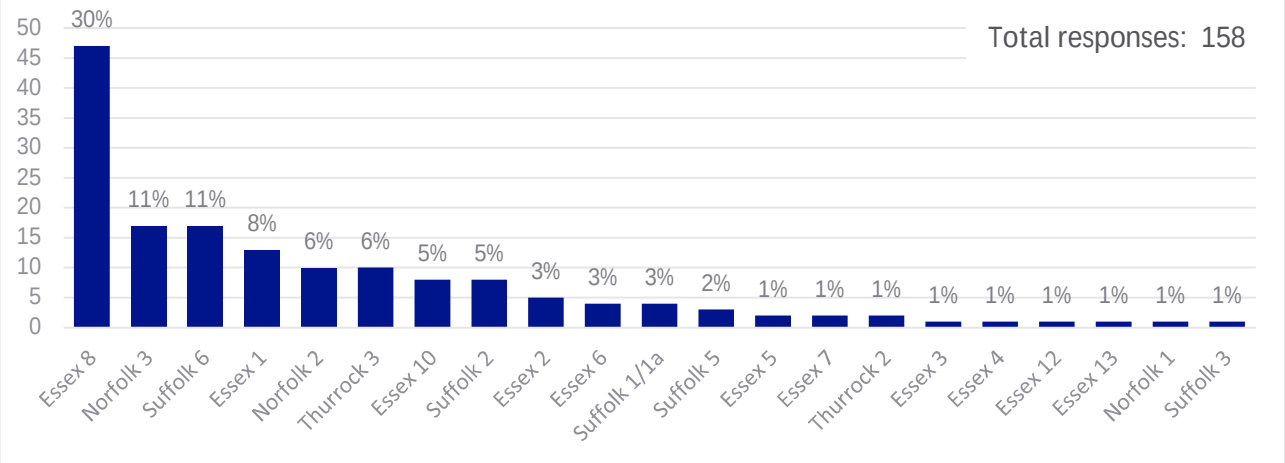
'Which change are you providing feedback on – please provide the location reference.'

10.8.18 This question was optional, and respondents could reference more than one change. Respondents could use free-text to answer this question so not all responses related to a one of the changes being consulted on.

10.8.19 A total of 212 respondents answered this question. This resulted in 158 identifiable responses. See **Figure 10.2** in this chapter.

10.8.20 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 10.9** of this chapter.

Figure 10.2 Question 2: Which change are you providing feedback on



Question 3

10.8.21 Question 3 of the feedback questionnaire (**Appendix K** of this report) asked respondents:

'Do you have any comments about the change or any other features or factors we should consider in this location?'

10.8.22 Responses to the points raised through this question, and other open written feedback have been summarised in **Section 10.9** of this report.

Question 4

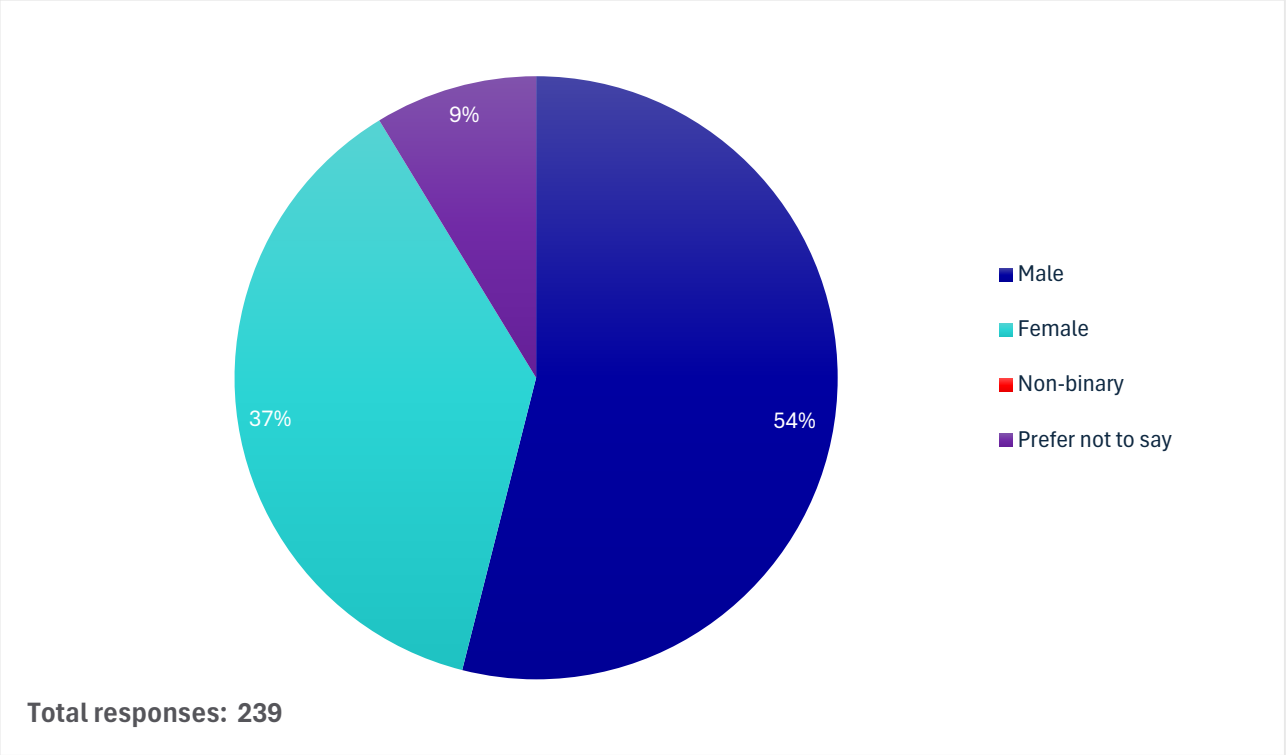
10.8.23 Question 4 of the feedback questionnaire (**Appendix K** of this report) asked respondents:

'What is your gender?'

10.8.24 A total of 239 respondents answered this question, see **Figure 10.3** of this report.

10.8.25 In response to question 4, 54% of responses came from males, and 37% of responses were from females. The remaining 9% of respondents did not wish to provide their gender. No respondents categorised themselves as ‘Non-binary’.

Figure 10.3 Question 4: What is your gender



Question 5

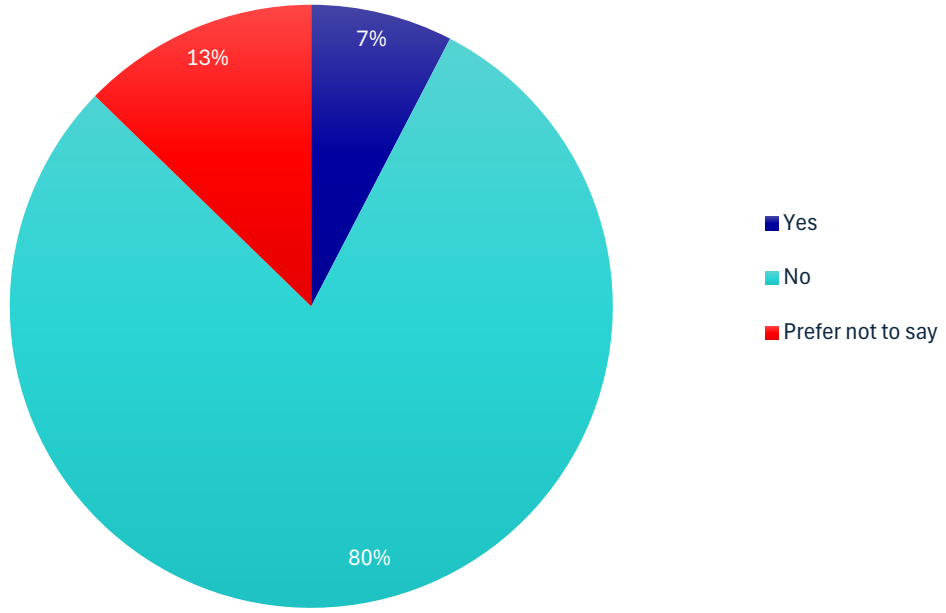
10.8.26 Question 5 of the feedback questionnaire (**Appendix K** of this report) asked respondents:

‘Do you consider yourself a person with a disability?’

10.8.27 A total of 236 respondents answered this question, see **Figure 10.4** of this report.

10.8.28 In response to question 5, the majority of respondents (80%) answered ‘No’ whilst a small proportion (7%) of respondents answered ‘Yes’. The remaining 13% of respondents did not wish to answer.

Figure 10.4 Question 5: Do you consider yourself a person with a disability



Total responses: 236

Question 6

10.8.29 Question 6 of the feedback questionnaire (**Appendix K** of this report) asked respondents:

'How would you describe your ethnic background?'

10.8.30 A total of 241 respondents answered this question, see **Figure 10.5** of this report.

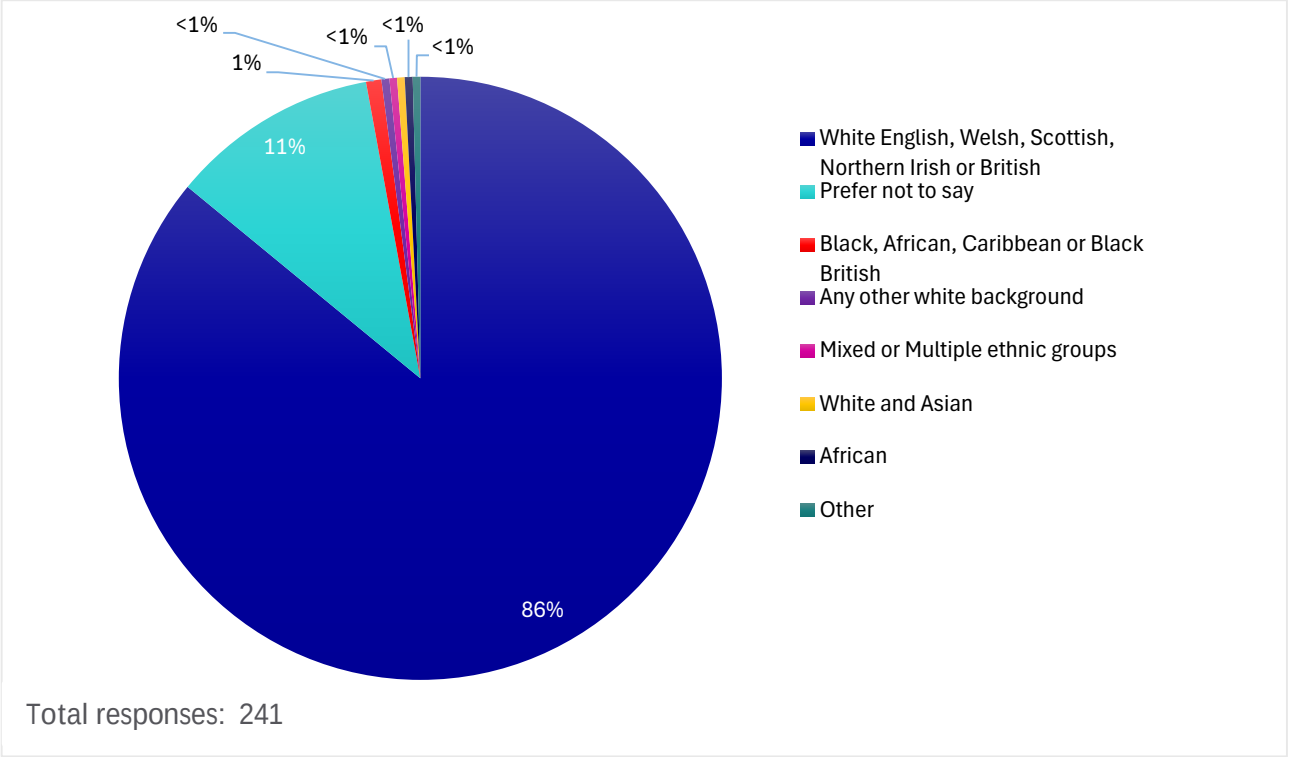
10.8.31 In response to question 6, the majority of respondents (86%) indicated they were 'White English, Welsh, Scottish, Northern Irish or British'. This was followed by 11% of respondents who did not wish to express their ethnic background.

10.8.32 1% of respondents described their ethnic background as 'Black, African, Caribbean or Black British'.

10.8.33 <1% of respondents indicated the following ethnic backgrounds:

- Any other white background;
- Mixed or Multiple ethnic groups;
- White and Asian;
- African; and
- Other.

Figure 10.5 Question 6: How would you describe your ethnic background



Question 7

10.8.34 Question 7 of the feedback questionnaire (**Appendix K** of this report) asked respondents:

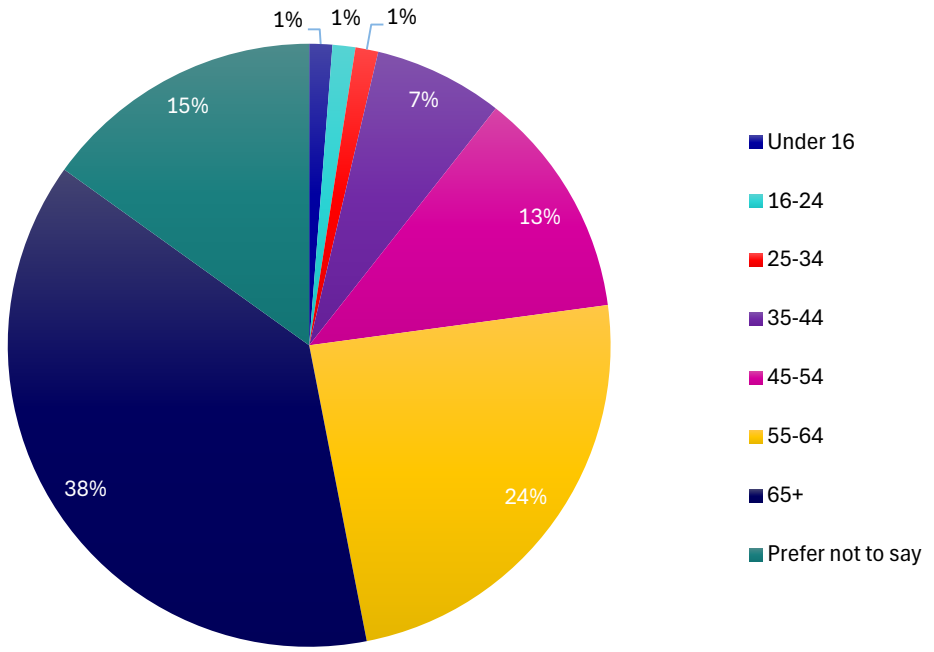
'What is your age?'

10.8.35 A total of 243 respondents answered this question, see **Figure 10.6**.

10.8.36 In response to question 7, the highest number of responses were from the '65+' category, representing a 38% share of the responses received. This was closely followed by the '55-64' age bracket which represented 24% of responses. The '45-54' category had a 13% share of responses, whilst 7% of responses were from respondents within the '35-44' age range.

10.8.37 The least represented age groups were '25-34', '16-24' and 'Under 16' with 1% of responses each. The remaining 15% of respondents did not wish to provide their age.

Figure 10.6 Question 7: What is your age



Total responses: 243

10.9 Findings from the targeted consultations

10.9.1 National Grid has complied with Section 49 of the PA 2008 by demonstrating in this chapter that it has had regard to all of the responses received at both non-statutory and statutory targeted consultations and the comments raised. This Consultation Report has also been prepared in fulfilment of Section 37(3)(c) of the PA 2008.

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

10.9.3 Feedback from all targeted consultations has been collected and analysed together to accommodate the overlapping consultation periods, where responses were not directly related to a specific change, and to allow for responses to feedback to be presented together.

10.9.4 All responses, regardless of their origin (including those received after the consultation period), were analysed using the methodology as described in **Section 9.4** of this report.

10.9.5 **Table 10.21** to **Table** 10.54 below contains a summary of the feedback raised during the targeted consultations and how National Grid has considered or addressed this.

10.9.6 Each row of feedback and response contains a unique reference number, ‘X’ marks to indicate which stakeholder type the feedback came from (s42(1)(a), (b), (d) or s47), and whether a change to the design has been made including reasons why changes have, or have not, been made.

10.9.7 National Grid's responses to consultation feedback are drafted with reference to the route option or alignment shown plans relevant to the relevant stage of consultation, in respect of the most recent consultations responses in 2025 this is the alignment shown on the Works Plans in the application (document reference 2.3). Save for the commitments within the Code of Construction Practice (document reference 7.2) which expressly secure the position of certain specified pylons on the alignment, the alignment shown on the Works Plans is subject to limits of deviation as specified in the draft development consent order that is provided with the DCO application.

Non-section specific feedback

Non-section specific feedback (Targeted Consultation)

Table 10-21 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
10-21.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and would continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impacts on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-21.2	Concern that the Project will have a negative impact on agricultural livestock (e.g. type of livestock)	National Grid is and would continue to work with all landowners, including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if the negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There would also be mitigation put in place where animal grazing may be affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: '*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*'.			X	
Airfields						
10-21.3	Concern that National Grid has not considered guidelines / policy for aviation / Civil Aviation Publications (CAP)	In accordance with its responsibilities as an applicant as described within the Government's Overarching National Policy Statement for Energy (NPS) (EN-1) National Grid			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		has appointed an independent aviation consultancy to develop a methodology to assess the potential impacts on airfields (licensed and unlicensed) in close proximity to the Project, and consider appropriate mitigations. The assessment methodology enables risk-based site-specific assessment of a range of criteria, including but not limited to, lateral and vertical clearance margins, aircraft types, airfield operational activities and procedures, and the surrounding context. The approach is informed by Civil Aviation Authority regulations and guidance, including that relating to both licensed and unlicensed airfields, as well as ongoing consultation with airfield owners and operators to agree the acceptability of proposed mitigations in relation to their safeguarding responsibilities and operational activities. Further information on the assessment of airfields can be found in the Environmental Statement (ES), Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-21.4	Concern that the Project does not comply with the Air Navigation Order 2016	We understand that the Air Navigation Order (ANO) 2016 (as amended) provides the legislative basis for civil aviation and safety regulation, and this context is recognised within our approach to the assessment of potential impacts to aviation from the Project, as well as consideration of appropriate mitigations. We do not anticipate that potential impacts of the Project will result in non-compliance with the Order. We would be grateful			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		for more specific information on any particular aspects of the ANO of concern to the respondent. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-21.5	Suggest it should not be assumed that aerodromes have not already achieved adequate levels of safeguarding. Or, that any changes to their environment caused by development, will not adversely impact their operation. Suggest safeguarding is there to assess the implications of any development being proposed within the vicinity of an established aerodrome to ensure, as far as practicable, that the aerodrome and its surrounding airspace is not adversely impacted by the proposal, thus ensuring the continued safety of aircraft operating at the location	National Grid's approach to the assessment of potential impacts from the Project to aviation, and aerodromes specifically, has involved direct consultation with the operators of aerodromes likely to be affected by the proposed development, in accordance with the requirements of the Overarching National Policy Statement for Energy (NPS EN-1). This is in recognition that responsibility for the safeguarding of General Aviation aerodromes lies with the aerodrome operator. Furthermore, National Grid's approach is informed by the Civil Aviation Authority (CAA) regulations and guidance for both licensed and unlicensed aerodromes. The CAA's CAP738 'Safeguarding of Aerodromes' publication describes the process by which operators can protect the environment surrounding aerodromes from development that has the potential to impact on safe operations through the production of a Safeguarding Map to prompt consultation. Where Safeguarding Maps have been developed, these have informed engagement with operators and ultimately National Grid's impact assessments. Further information	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
Community / Social impact						
10-21.6	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-Economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
10-21.7	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered throughout the construction phase of the Project to reduce, where practicable, disruption on education establishments. These include: traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within the ES Chapter 15: Socio-Economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2), and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
10-21.8	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations that are important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on of the potential impacts on sports clubs, recreational land and recreational routes located within the Order Limits. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include: traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
10-21.9	Concern about over development of area / other works in the area (e.g. cumulative impact)	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The cumulative effects assessment has considered the effects of the Project in conjunction with other existing and, or approved developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. The cumulative assessment has been undertaken in accordance with the overarching National Policy Statement (NPS) for Energy (EN-1). Paragraph 4.1.5 in EN-1 states: '*In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy*'.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Paragraph 4.2.12 in EN-1 states: '*The cumulative impacts of multiple developments with residual impacts should also be considered*.' Paragraph 4.3.3 in EN-1 states: '*The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects'*. Paragraph 4.3.19 of EN-1 states: '*The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place'*. Paragraph 4.4.5 in EN-1 states: '*The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate'*. The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in Appendix 17.2: Long				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		List and Short List of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in ES Chapter 17: Cumulative Effects (document reference 6.17). The detailed assessment of shortlisted other developments is presented in ES Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3). Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3) outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economic, recreation and tourism impacts).				
10-21.10	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.				
10-21.11	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) identifies any measures considered to be necessary to reduce likely significant effects which would also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-21.12	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) consider the potential impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from ES Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures would be in place to reduce impacts. These include: traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures are presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.		X	X	
10-21.13	Criticism of surveys undertaken for the Project in this Section	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-21.14	Concern that the Project could disrupt telecommunications / broadcast signals / electrical equipment / GPS	Radio frequency emissions can interfere with electrical equipment, telecommunication, WiFi and broadcast equipment. These emissions are limited from overhead lines by design set out in National Grid's Technical Specifications, which include the requirements of British Standards minimising the generation of radio interference. All the equipment used will meet the requirements in these standards, which are in place to prevent interference issues. These are the same good engineering practices that are applied to the existing transmission system assets, including existing 400 kV overhead lines, which cause no interference issues for electrical equipment, telecommunication, WiFi and broadcast equipment under normal operating conditions. Therefore, we also expect no interference issues as a result of the Project. Global Positioning Systems (GPS) are increasingly being used to provide accurate position information such as in precision farming. It uses a radio receiver to receive the transmitted radio signals from a number of satellites orbiting the earth. Additional accuracy is used in differential GPS (DGPS) which involves the use of signals transmitted from a local fixed transmitter (or another satellite). Close to a pylon, there might be some degradation in GPS performance, just as there can be some degradation close to buildings and trees. The thickness of individual wires means that they do not cause a problem.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Any radio interference emitted by the line is too small to have any effect. Other than that, there is no evidence of power lines interfering with GPS used in precision farming.				
10-21.15	Criticism that the Project only benefits those living elsewhere (e.g. London, exports to Europe)	There is a need to reinforce the existing high voltage electricity network in the East Anglia region. It does not currently have the capability needed to transport reliably and securely the electricity that will be generated and connected to the electricity transmission network by 2030, while working to the required standards. The Project would benefit the UK as a whole, including local communities, by enabling the connection of new sources of renewable energy and by contributing to our energy security in the future, helping the country to achieve the government's Net Zero target and ensuring that the national grid meets future power demands.	X		X	
10-21.16	Request that benefits are contributed to communities that are impacted by the Project	The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
Construction Impacts						
10-21.19	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).				
10-21.20	Concern about impact on traffic levels in local area caused by construction works (generally - no location given)	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The Outline CTMP (document reference 7.3) provides details about the proposed construction access strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts				
10-21.21	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP (document reference 7.2) sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				
10-21.22	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery (generally - no location given) (including damage in relation to this, e.g. to buildings)	The Construction Access Strategy has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors, using a combination of more suitable Local Road Network connections from the Strategic Road Network, and temporary haul roads for access along the alignment. Further details of the Construction Routing Strategy are included within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the local highway authorities and National Highways. An AIL routing strategy containing details about these movements are submitted in support of the Development Consent Order (DCO) application.			X	
10-21.23	Suggest that consideration is given to the carbon footprint of the Project during construction (e.g. construction methods, materials, transport, concrete,	National Grid has set challenging targets to reduce the carbon emissions of our organisation, including a specific commitment to deliver carbon neutral	X		X	

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	steel) / Concern about carbon footprint of the Project (including survey work)	construction by 2025/26. Key to the delivery of this commitment is to measure the carbon footprint of our projects through concept, detailed design and into delivery and construction using a range of best practice carbon tools and data sets. Prior to construction, and as part of our procurement process, carbon management and carbon reduction forms a key award criteria for all projects. At tender stage, we require all contractors to calculate a detailed carbon footprint of the Project using our Carbon Interface Tool (CIT), this provides a Capital Carbon baseline in Tonnes of CO2e* from which the contractors are then incentivised (via Key Performance Indicators) and quarterly reviews to reduce the Carbon Footprint of the Project during construction. Contractors are contractually required to provide carbon data on a quarterly basis to demonstrate performance against carbon reduction commitments agreed at contract award. We also have a range of Net Zero working groups within National Grid Electricity Transmission (NGET) that explore low carbon innovations and approaches. These groups bring together our contactors and our supply chain to help to reduce the carbon footprint of the materials and resources required to deliver our projects. These groups are: Low-carbon concrete, Low-carbon steel and aluminium, Net Zero construction and Low				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Carbon cables. These working groups all report progress to an overarching Net Zero forum. The carbon calculations derived from the CIT are used to inform progress against our overall strategic commitments to reducing carbon emissions across its portfolio of projects and meeting its Net Zero targets for construction projects'. *CO2e/ Carbon Dioxide equivalent: is the number of metric tons of CO2 emissions with the same global warming potential as one metric ton of another greenhouse gas. In addition, National Grid has prepared a Greenhouse Gas (GHG) Assessment (see Environmental Statement (ES) Appendix 4.1: Greenhouse Gas Assessment (document reference 6.4.A1). The assessment provides a simple estimate of the greenhouse gas emissions associated with the construction phase of the Project, comparing this against UK emissions to determine if the Project is likely to have a material impact on the ability of the Government to meet its carbon reduction targets. Alongside the GHG Assessment, Appendix H: Outline Greenhouse Gas Reduction Strategy of the Outline Code of Construction Practice (document reference 7.2) presents how National Grid should effectively manage GHG emissions throughout the Proposed Project lifecycle in line with National Grid's net zero goals. This strategy encourages early consideration of GHG				

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		emissions and creation of appropriate governance structures and processes. This approach is in accordance with the Environment Impact Assessment (EIA) Scoping Report (document reference 6.19) and Scoping Opinion (document reference 6.20).				
10-21.24	Criticism that National Grid has already started / commenced works in preparation for constructing the Project / Suggest that National Grid pause works until the consultation is complete	National Grid has not started any construction work for Norwich to Tilbury. We have been carrying out various archaeological surveys along the route of the Project to inform the design and environmental assessments. National Grid is carrying out several other developments in the area that are undergoing construction work such as the Bramford to Twinstead Reinforcement and works at our Norwich Main Substation. These projects have been consented and are being developed separately to our proposals for Norwich to Tilbury and are part of the wider Great Grid Upgrade to connect new sources of renewable energy into the grid.	X		X	
10-21.25	Concern that operatives will not be careful based on previous experiences of operatives - impinge on land, parked cars and leave equipment without permission on the respondent's land	When taking access to land, National Grid and their appointed contractors will seek to advise relevant landowners of the purpose for taking access, what equipment and vehicles will be needed and where possible agree access routes. If a landowner believes that access has been taken without permission or without the serving of an access notice, they should contact the Project's lands team.			X	

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Consultation						
10-21.26	Comment supportive of engagement that has taken place / feel listened to	National Grid notes the respondent's feedback.	X	X	X	
10-21.27	Comment supportive of the Project (generally - no location given)	National Grid notes the respondent's feedback.	X		X	
10-21.28	Criticism of consultation (generally - no location given)	National Grid notes the respondent's feedback.	X	X	X	
10-21.29	Criticism of consultation events (generally - no location given)	To support the non-statutory targeted consultations on Essex 8 – Great Waltham and Little Waltham and Thurrock 2 – Bulphan, National Grid held three bookable sessions to view the updated 3D model. To support the targeted statutory consultation Thurrock 3 – proposed changes to connection at Tilbury, we also held two public information events where people could view the proposals, ask the project team questions and view the updated 3D model. We had to balance a number of factors when booking the consultation venues, including availability and proximity to the proposed change. As part of our risk assessment of these venues, we made sure that they had full disabled access and bathroom facilities as well as adequate capacity for the expected number of people attending to be comfortably accommodated for. We also held a series of online webinars for each set of targeted consultations which explained the proposed			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		changes and how people could take part in the consultations. These provided further opportunities for people to find out the same information and ask the Project team questions. The webinars were recorded and uploaded to the Project website. There were also opportunities to engage with the Project team via phone, email and freepost.				
10-21.30	Comment supportive of the Projects aims (e.g. investment in offshore / nuclear / low carbon energy)	National Grid notes the respondent's feedback.	X	X	X	
10-21.31	Criticism of the government / local government / the Prime Minister (PM)	This comment is noted. This is not a matter for National Grid.	X		X	
10-21.32	Criticism of National Grid	National Grid notes all comments and feedback. We are progressing with our proposals in line with our duties and all relevant policies.	X	X	X	
10-21.33	Criticism that National Grid has misled respondents	National Grid disagrees that consultation or its content has been misleading and we believe we have been clear about the Project, the rationale behind it, how we've developed the design, and the changes we consulted on during the targeted consultations. This information is set out within the materials presented at previous consultations and the targeted consultations. We believe that all the relevant information required for the public to make informed decisions on the proposals was made available.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We had a dedicated phoneline and email address if anyone had questions on the documents produced or the proposed changes.				
10-21.34	Criticism that consultation is biased towards what National Grid want	National Grid disagrees that consultation or its content has been misleading and we believe we have been clear about the Project, the rationale behind it, how we've developed the design, and the changes we consulted on during the targeted consultations. The changes were proposed after considering the feedback received during previous consultations alongside the results of surveys and assessments. These reasons were set out in the consultation materials presented during the targeted consultations. We believe that all the relevant information required for the public to make informed decisions on the proposals was made available. National Grid is not biased towards any particular technology solution but operates within clear policy and funding guidance. How these have been factored in can be found within the consultation materials published in 2022 and 2023 non-statutory consultations and at the 2024 statutory consultation, targeted consultations, landowner consultation and the Development Consent Order (DCO) application. In terms of capturing specific feedback, we have captured all comments and feedback received at all consultations irrespective of how an individual submits it. Comments via the website questionnaire are treated in	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the same way as an email, letter or hard copy feedback form.				
10-21.35	Comment supportive of consultation team (e.g. well informed)	National Grid notes the respondent's feedback.	X		X	
10-21.36	Criticism of consultation team	The National Grid Project team has been and continues to be available to engage with both the public and stakeholders about the Project. The members of the Project team have developed the proposals and are therefore well placed to answer questions that may arise. We encourage anyone with any concerns or questions to contact us directly.	X		X	
10-21.37	Criticism of previous consultations (Norwich to Tilbury Non-Statutory Consultation / East Anglia GREEN (EAG) consultation / Statutory Consultation)	This Project comprises a proposed overhead line connection over 2 km in length and therefore it is classified as a Nationally Significant Infrastructure Project (NSIP). Therefore, the Project would require consent under the Planning Act 2008. An NSIP application is submitted to the Planning Inspectorate and examined by an independent panel of inspectors. The Planning Inspectorate will decide if our consultation has been adequate and will measure it against statutory guidance and other legal requirements. This will include an assessment on the extent to which National Grid has carried out consultation in accordance with the Gunning Principles (to the extent applicable). National Grid considers that we have developed our proposals and carried out consultation in accordance with the Gunning	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Principles where applicable. The Gunning Principles set out four principles for consultation as follows: 1. Consultation must be at a point when proposals are still at a formative stage. A final decision has not yet been made, or predetermined, by the decision makers. All of our consultations were held at a formative stage where no final decisions had been made and we took on board feedback on our proposals at each stage. This includes the targeted consultations. 2. There is sufficient information to give 'intelligent consideration'. The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response. We published a considerable amount of information to support the targeted consultations. For the targeted consultations this included a summary of the proposed changes, maps showing the 2024 proposals and the proposed changes, and accompanying environmental information for each proposed change of significance. This information was available in various forms including online and in paper copy at our public information events				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		during consultation and upon request, and remains available on the Project website. 3. There is adequate time for consideration and response. There must be sufficient opportunity for consultees to participate in the consultation. Our targeted consultations ran for a period of at least 30 days each. When considering the smaller scale of changes we were consulting on, this was a proportionate and appropriate timeframe for consultation. This also gave sufficient time for people to review the information provided, attend a webinar, attend a face-to-face event where these were available, or contact the Project team with any questions to enable them to provide an informed response. We follow advice and guidance provided in relation to consultation for a Project of this nature and are confident we go over and above any statutory requirements to engage fully with all stakeholders. 4. Conscientious consideration must be given to the consultation responses before a decision is made. Decision makers should be able to provide evidence that they took consultation responses into account. In response to the targeted consultations, we received over 700 pieces of feedback. Responses were received				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		from members of the public, elected members, Local Planning Authorities and technical stakeholders. All responses received have been read and carefully considered by the Project team. Information from the feedback has been considered and changes have been made as we have developed the alignment. Evidence of how we carefully considered the feedback submitted during the 2022 and 2023 non-statutory consultations is detailed in our previous consultation feedback reports, which are available on the Project website.				
10-21.38	Criticism that National Grid has not considered feedback from previous consultations (including verbal feedback)	Feedback does make a difference. Many of the changes presented at the statutory consultation and targeted consultations were as a direct result of the information and feedback we received at previous consultations. National Grid has continued to have regard to all feedback received. During the consultations, we asked for feedback on the draft alignment, including pylon positions, the locations of underground cables, Cable Sealing End (CSE) compounds, the East Anglia Connection Node (EACN) substation and the changes that were made to the route since the last consultation alongside issues of access and permanent and temporary haul roads. We also wanted to know about any concerns or questions about the proposals, or if there were any local factors that should be considered.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The feedback received through this consultation has informed how the proposals have been developed. How feedback has influenced the changes which have been made is set out in this report and in the 2025 Design Development Report (document reference 5.15).				
10-21.39	Criticism that consultation will not make a difference (e.g. respondents feedback will not be listened to)	Feedback does make a difference. Many of the changes presented at the statutory consultation and targeted consultations were as a direct result of the information and feedback we received at previous consultations. National Grid has continued to have regard to all feedback received. During the consultations, we asked for feedback on the draft alignment, including pylon positions, the locations of underground cables, Cable Sealing End (CSE) compounds, the East Anglia Connection Node (EACN) substation and the changes that were made to the route since the last consultation alongside issues of access and permanent and temporary haul roads. We also wanted to know about any concerns or questions about the proposals, or if there were any local factors that should be considered. The feedback received through this consultation has informed how the proposals have been developed. How feedback has influenced the changes which have been made is set out in this report and in the 2025 Design Development Report (document reference 5.15).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-21.40	Suggest that feedback is listened to	National Grid listens to all the feedback we receive, and it does make a difference. Many of the changes presented at the targeted consultations were as a direct result of the information and feedback we received at previous consultations. National Grid has continued to have regard to all feedback received during the consultations, and the feedback received through the targeted consultations has informed how the proposals have developed. How feedback has influenced the changes which have been made is set out in this report and in the 2025 Design Development Report (document reference 5.15).	X	X	X	
10-21.41	Criticism that there was not enough time to consider the proposals	The targeted consultations each ran for 30 days. This was a proportionate and appropriate timeframe for consultation when considering the smaller scale of changes being proposed. We continued to have regard to feedback beyond the end of each consultation.	X	X	X	
10-21.42	Criticism of when the consultation was held (e.g. time of year)	National Grid held a series of targeted consultations between January and April 2025. To support these consultations, we held a series of online webinars, three for Norfolk and Suffolk, three for Essex and Thurrock, and two for Thurrock 3 – proposed changes to connection at Tilbury. At these webinars, we explained the proposed changes and how to take part in the consultation. These were held at a mix of times, including noon and evening webinars, with the same information presented at both a lunchtime and an			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		evening webinar to allow people to engage with the process. These were also recorded, and the recordings remain available in the document library on the Project website.				
10-21.43	Criticism that Gunning Principles have not been considered	This Project comprises a proposed overhead line connection over 2 km in length and therefore it is classified as a Nationally Significant Infrastructure Project (NSIP). Therefore, the Project would require consent under the Planning Act 2008. An NSIP application is submitted to the Planning Inspectorate and examined by an independent panel of inspectors. The Planning Inspectorate will decide if our consultation has been adequate and will measure it against statutory guidance and other legal requirements. This will include an assessment on the extent to which National Grid has carried out consultation in accordance with the Gunning Principles (to the extent applicable). National Grid considers that we have developed our proposals and carried out consultation in accordance with the Gunning Principles where applicable. The Gunning Principles set out four principles for consultation as follows: 1. Consultation must be at a point when proposals are still at a formative stage. A final decision has not yet been made, or predetermined, by the decision makers. All of our consultations were held at a formative stage where no final decisions had been made and we took on board	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		feedback on our proposals at each stage. This includes the targeted consultations. 2. There is sufficient information to give 'intelligent consideration'. The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response. We published a considerable amount of information to support the targeted consultations. For the targeted consultations this included a summary of the proposed changes, maps showing the 2024 proposals and the proposed changes, and accompanying environmental information for each proposed change of significance. This information was available in various forms including online and in paper copy at our public information events during consultation and upon request, and remains available on the Project website. 3. There is adequate time for consideration and response. There must be sufficient opportunity for consultees to participate in the consultation. Our targeted consultations ran for a period of at least 30 days each. When considering the smaller scale of changes we				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		were consulting on, this was a proportionate and appropriate timeframe for consultation. This also gave sufficient time for people to review the information provided, attend a webinar, attend a face-to-face event where these were available, or contact the Project team with any questions to enable them to provide an informed response. We follow advice and guidance provided in relation to consultation for a Project of this nature and are confident we go over and above any statutory requirements to engage fully with all stakeholders. 4. Conscientious consideration must be given to the consultation responses before a decision is made. Decision makers should be able to provide evidence that they took consultation responses into account. In response to the targeted consultations, we received over 700 pieces of feedback. Responses were received from members of the public, elected members, Local Planning Authorities and technical stakeholders. All responses received have been read and carefully considered by the Project team. Information from the feedback has been considered and changes have been made as we have developed the alignment.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Evidence of how we carefully considered the feedback submitted during the 2022 and 2023 non-statutory consultations is detailed in our previous consultation feedback reports, which are available on the Project website.				
10-21.44	Criticism that Holford Rules have not been considered	National Grid disagrees that the Holford Rules have not been considered. The Corridor and Preliminary Routeing and Siting Study (CPRSS) published in 2022 and the Design Development Reports (DDR) published as part of the 2023 non-statutory consultation, 2024 statutory consultation and with the 2025 Development Consent Order (DCO) submission, all set out how the Holford Rules informed decision making. A summary of the Holford Rules is provided within Appendix I22 of this report. We use the Environmental Impact Assessment process to inform the balance and define our proposals that we take forward, and which are also informed by feedback. A balanced decision is taken which is not the same as not considering the Holford Rules. For example routeing over relatively higher ground rather than in an adjacent valley may conflict with Rule 4 and 5 but may be appropriate if the valley contains extensive areas of unavoidable ancient woodland, effects on which would conflict with Rule 2.	X	X	X	
10-21.45	Criticism that Horlock Rules have not been considered	National Grid disagrees that the Horlock Rules have not been considered. The Corridor and Preliminary Routeing and Siting Study (CPRSS) published in 2022 and the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		2023 and 2024 Design Development Reports (DDR) (available on the Project website) and the 2025 DDR (document reference 5.15) published with the Development Consent Order (DCO) submission, all set out how the Horlock Rules informed decision making. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, and which are also informed by feedback. We would note that application of the Horlock Rules typically involves balancing alternative solutions which can present conflicting Horlock Rule compliance albeit that all aspects have been considered.				
10-21.46	Criticism that the National Planning Policy Framework (NPPF) has not been considered / Criticism that the Project does not abide with the NPPF	The National Planning Policy Framework (NPPF) (Department of Levelling Up, Housing and Communities, 2025) sets out the Government's planning policies for England and how these are expected to be applied. The weight of the NPPF relating to Nationally Significant Infrastructure Project (NSIP) is clarified in paragraph 5 of the NPPF, which states: *'The Framework does not contain specific policies for nationally significant infrastructure projects. These are determined in accordance with the decision-making framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure, as well as any other matters that are relevant (which may include the National Planning Policy Framework). National policy statements form part of the overall framework of national planning policy, and may be a material consideration in*	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		preparing plans and making decisions on planning applications.' National Grid considers that the NPPF is, therefore, capable of being an important and relevant consideration in decision making for NSIP but the prime documents to be considered and given appropriate weight are the Overarching National Policy Statement for Energy (EN-1) (2023) and the National Policy Statement for Electricity Networks Infrastructure (EN-5) (2023). However, National Grid has taken the NPPF into consideration and demonstrates how the Project is in general accordance with the policies of the NPPF within the Planning Statement (document reference 5.6) and Policy Compliance Document (document reference 5.7).				
10-21.47	Suggest that the Project should follow the HM Treasury Green Book / Criticism that HM Treasury Green Book has not been followed	National Grid is confident that the process we follow to identify and then assess potential strategic options is robust and the most appropriate. This has been tried and tested through numerous previous projects, the formal examination process and ultimately decided by the relevant Secretary of State. The Treasury Green Book provides guidance on the interpretation by public servants of public spending, assets and resources for projects, policies and spend from the public purse. That is not relevant for National Grid Electricity Transmission (NGET). There is no requirement in the Planning Act 2008 for developers to have to submit a Treasury Green Book	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessment as part of a Development Consent Order (DCO) application. NGET is an Ofgem regulated business, with obligations to consider customer, environmental and other considerations as outlined in the Electricity Act 1989 and in its licence commitments. Consideration of the costs of a project and the funding it should receive via the regulatory settlement is the subject of a separate regulatory process, and it is not appropriate for the Planning Inspectorate, Examining Authority or the Secretary of State in their remit under the Planning Act to seek to duplicate other regimes.				
10-21.48	Suggest that there is need for further consultation (generally)	National Grid held two non-statutory consultations in 2022 and 2023, a statutory consultation in 2024, a series of targeted consultations in 2025 and a landowner consultation in 2025 where we presented our proposals for the Project. At each stage of consultation, we reviewed all the feedback we received and amended the Project, where feasible, in response to this. In response to feedback received during statutory consultation and the results of surveys and assessments, we held targeted consultations with directly affected properties where the alignment or access proposals have changed. We believe that this is adequate for a project of this size to allow the public time to carefully consider and engage with the proposals and leave meaningful feedback.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-21.49	Criticism of meetings held with landowners	All affected landowners were offered a meeting with Fisher German as part of the statutory consultation for the Project. At these meetings information / plans were shown to landowners, and the opportunity was given to provide feedback / change requests to be assessed by the Project team. Landowners were offered the opportunity to meet with Fisher German ahead of the general public consultation which allowed landowners the further opportunity to attend a consultation event and speak with other Project disciplines i.e. engineering, environmental and consents.	X		X	
10-21.50	Criticism of consultation advertising / Consultation advertising was not adequate / More consultation advertising needed	The targeted consultations were advertised in local newspapers in addition to writing to those properties which are likely to be impacted by the proposed changes. We also contacted all those who had requested to be kept in touch, announcing the beginning of each round of targeted consultation through project updates issued by email. Before the start of the targeted consultations, we prepared strategy documents to set out how we were planning to consult on proposed changes to the Project. National Grid shared these documents in draft with the potentially affected Local Planning Authorities who provided us with comments based on their knowledge and experience of consultation in the area. We incorporated these comments where practicable and information on this is available in this report. The Targeted Consultation Strategy and Targeted Statutory	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Consultation Strategy are available as appendices to this report and set out how we intended to consult at our targeted consultations.				
10-21.51	Criticism that it was difficult to find the consultation / feedback form / information on the Project	National Grid will continue to look at how we can optimise the user experience and make the website easy to navigate. Wherever possible we looked to signpost how to submit feedback and find information. All our consultation materials provided this information on where to find out more about the proposed changes and how to submit feedback. Our materials also provided details to contact us directly via our hotline number, email, or Freepost. All our consultation information remains available in the document library on the Project website.	X		X	
10-21.52	Criticism that there was not enough information available for the consultation	For our targeted consultations, National Grid produced consultation materials for each proposed change which explained the proposed change, including maps showing the area as presented in 2024 and the proposed change, and provided information on the environmental implications of the change compared to the information shown in the Preliminary Environmental Information Report (PEIR). We also had a Project hotline, Freepost and email address where members of the public and other stakeholders could get in touch to ask the Project team questions. All information relating to the Project remains available on the Project website.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We believe that all the relevant information required for the public to make informed decisions on the proposals was made available throughout the consultation periods. This information remains available on the Project website.				
10-21.53	Criticism that the consultation letter was not received / Criticism that respondent was not contacted directly by National Grid / Criticism that residents near the Project did not receive Project documentation / Criticism that that the consultation letter was received too late	We developed bespoke consultation zones for each targeted non-statutory consultation location to include nearby properties which are likely to be affected. These were developed following the principle that each consultation zone should be appropriate and proportionate in relation to the type and potential impact of the change. For the targeted statutory consultation at Tilbury, we developed a two-tier consultation zone. This included properties within a 1 km consultation zone of the proposed new permanent infrastructure and 250 m from the proposed order limits for temporary works and primary access routes. We wrote to properties within each zone providing information on the targeted consultation and inviting the recipient to provide feedback. National Grid also made copies of the consultation materials available at inspection points across the route, at public information events where these were held, and online. Printed copies of the targeted consultation materials were also available upon request.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		In addition to raise awareness of the consultation, we published a series of newspaper advertisements setting out information on our consultation.				
10-21.54	Criticism that consultation was not accessible to those without IT access / internet access / IT capability	Before the start of the targeted consultations, National Grid discussed its approach with officers from the Local Planning Authorities and prepared a Targeted Consultation Strategy and a Targeted Statutory Consultation Strategy. These documents set out how we were planning to consult on the project and are published on the project website. We wrote to properties within each consultation zone with copies of the consultation leaflet, including maps, and the Environmental Implications of Change (EIC) document. To support the proposed changes Essex 8 – Great Waltham and Little Waltham and Thurrock 2 – Bulphan, we also held bookable sessions where residents could view the 3D model and ask the project team questions. We also held two face-to-face events in relation to the targeted statutory consultation, Thurrock 3 – proposed changes to connection at Tilbury. We also made a freephone and freepost service available for people to contact us with any queries. This provided an alternative option for those who may have difficulty accessing other engagement channels or were less comfortable with online technology. National Grid is happy to discuss any special requirements for marginalised groups for consultation and implement these where practicable.			X	

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10-21.55	Criticism that consultation was not accessible to those with limited literacy / reading skills	Before the start of the targeted consultations, National Grid discussed its approach with officers from the Local Planning Authorities and prepared a Targeted Consultation Strategy and a Targeted Statutory Consultation Strategy. These documents set out how we were planning to consult on the project and are published on the Project website. We wrote to properties within each consultation zone with details of the proposed changes. Information in the consultation leaflets and website was written in non-technical language to help explain the proposed changes. National Grid also held online webinars with presentations explaining the proposed changes and maps. The webinars were recorded and were made available on the Project website. To support the proposed changes Essex 8 – Great Waltham and Little Waltham and Thurrock 2 – Bulphan, we also held bookable sessions where residents could view the 3D model and ask the project team questions. We also held two face-to-face events during the targeted statutory consultation, Thurrock 3 – proposed changes to connection at Tilbury. We also made a freephone and freepost service available for people to contact us with any queries. This provided an alternative option for those who may have difficulty accessing other engagement channels or were less comfortable with online technology. The project			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		team is happy to discuss any special requirements for marginalised groups for consultation and implement these where practicable.				
10-21.56	Criticism of consultation questionnaire (e.g. questions are misleading / form is cumbersome) / Criticism of process for respondents to submit feedback	The feedback form provided as part of the targeted consultations was only a guide to enable the consultees to provide feedback on our proposals. The feedback form included a space for the location reference and then provided a free text box to enable people to provide any feedback they wanted about the proposed change. Respondents were free to answer any questions they felt most relevant. National Grid has found in the past, that people find a feedback form useful in structuring their responses and that the form has been helpful. However, feedback could be provided in any way that the consultee wished, either by using the feedback form template, by letter, or email. All feedback received from the targeted consultations has been read by the Project team and all feedback was considered as we finalised our proposals. We are sorry if anyone had issues accessing links to the feedback questionnaire. The questionnaire was available through our project website, and we had an email, phoneline, and Freepost address which were available for any enquiries. We also accepted feedback submitted by email or through our Freepost address if any respondent was unable to use the online feedback questionnaire.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-21.57	Criticism of consultation materials	Before the start of the targeted consultations, National Grid prepared a Targeted Consultation Strategy and a Targeted Statutory Consultation Strategy. These documents set out how we were planning to consult on the Project, including the materials to be presented. We aim to make consultations as accessible as possible and offer a range of materials to enable this, including a consultation leaflet for each proposed change, maps showing the proposed change compared to the proposals presented in 2024, and an accompanying Environmental Implications of Change document. We also offered ways to contact the Project team should someone need more information, or information in a different format. We will continue to assess how best to present information in an accessible way and format, but always recommend people contact the team directly via our hotline or email address if they have questions or concerns. We believe that all the relevant information required for the public to make informed decisions on the proposals was made available throughout the consultation period. This information remains available on our project website.	X	X	X	
10-21.58	Criticism of Project Background Document / Design Development Report	All comments and feedback are welcomed and noted and National Grid will bear this in mind when developing	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		documents for future projects. All our documents were available in alternative formats by request. Before the start of the 2024 statutory consultation, National Grid prepared a Statement of Community Consultation (SOCC). This document set out how we were planning to consult on the Project, including the materials to be presented. We aim to make consultations as accessible as possible and offer a range of materials to enable this, including an overarching introduction to the Project and the consultation (the 2024 Project Background Document), an interactive map and more technical information. We also offer ways to contact the Project team should someone need more information, or information in a different format. We will continue to assess how best to present information in an accessible way and format, but always recommend people contact the team directly via our hotline or email address if they have questions or concerns. We believe that all the relevant information required for the public to make informed decisions on the proposals was made available throughout the consultation period. This information remains available on the Project website.				
10-21.59	Criticism of consultation maps	National Grid notes the concerns about the mapping.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The maps we produced used data from the latest OS mapping software, however, we are aware that some more recent developments might not be fully shown on these maps. We use a wide range of sources when developing our proposals to ensure a thorough knowledge of the local area and how our proposals might impact communities. We apologise for any confusion caused by data shown on the maps and had a dedicated phoneline and email address if anyone had questions on the documents produced or the proposed changes. The interactive map was not updated for the targeted consultation as we were consulting on a small number of changes in order to refine and finalise the route. The interactive map has now been updated to reflect our finalised route and is available on the Project website. We believe that all the relevant information, including the maps, required for the public to make informed decisions on the proposals was made available throughout the consultation period. This information remains available on our Project website.				
10-21.60	Criticism of imagery / photography / visualisations used for consultation materials	To assist with the consultations relating to Essex 8 – Great Waltham and Little Waltham, Thurrock 2 – Bulphan and Thurrock 3 – proposed changes to connection at Tilbury, we updated the 3D visualisation tool used at the statutory consultation. This tool showed a visualisation of the proposals from any post code within a 2.5 km distance from the alignment and was			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		updated in these locations to reflect the proposed use of lower height pylons and Tilbury North substation. The model was intended to be illustrative and it was advised that it should be viewed in conjunction with the published consultation materials. The 3D visualisation tool was only available at these events and not online as the programme used a large amount of data and would therefore not be compatible being hosted on the Project website. In terms of data used for the 3D visualisation tool, The National Tree Map dataset was used to identify tree locations. The data set is limited to vegetation over three metres in height and does not record exact tree species. Regionally appropriate assumptions for typical tree species and structure were used. The 3D tool could be set to winter and summer seasons. Buildings, including domestic properties, were presented to illustrate their spatial location and footprint, rather than specific architecture. Building height shown was to eaves. Wireline visualisations were also developed as part of the Environmental Implications of Change documents for Essex 8 – Great Waltham and Little Waltham, Thurrock 2 – Bulphan, and Thurrock 3 – proposed changes to connection at Tilbury which showed what the overhead line and/or Tilbury North substation would look like in certain locations around those proposed changes.				

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		These visualisations were available on the Project website.				
10-21.61	Criticism of the Strategic Options Backcheck and Review (June 2023) document	All the documents National Grid produced as part of the 2023 non-statutory and 2024 statutory consultation and subsequent targeted consultations have been informed by our assessments and surveys. The 2025 Strategic Options Backcheck and Review (document reference 7.17) sets out how we have considered alternatives and why we progressed with the overhead line option for Norwich to Tilbury. We believe that all the relevant information required for people to make informed decisions on our proposals, including on alternatives, was included in the 2024 Strategic Options Backcheck and Review, and other documents produced at our statutory and targeted consultations. All of the documents were available at our public information events and team members were available who could help members of the public and explain the more technical documents.	X	X	X	
10-21.62	Criticism of accessibility to venue for public consultation events (e.g. for disabled people)	To support the non-statutory targeted consultations on Essex 8 – Great Waltham and Little Waltham and Thurrock 2 - Bulphan, National Grid held three bookable sessions to view the updated 3D model. To support the targeted statutory consultation Thurrock 3 – proposed changes to connection at Tilbury, we also held two public information events where people could ask the project team questions and view the updated 3D model.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We had to balance a number of factors when booking the consultation venues, including availability and proximity to the proposed change. As part of our risk assessment of these venues, we made sure that they had full disabled access and bathroom facilities as well as adequate capacity for the expected number of people attending to be comfortably accommodated for. We also held a series of online webinars for each set of targeted consultations which explained the proposed changes and how people could take part in the consultations which provided further opportunities for people to find out the same information and ask questions. The webinars were recorded and uploaded to the Project website. There were also opportunities to engage with the Project team via phone, email and freepost.				
10-21.63	Criticism of getting to the consultation venue (e.g. due to traffic / lack of transport options / lack of signage to venue)	National Grid tried to find appropriate venues as close to the proposed changes as practicable to ensure that we reduced the distance people had to travel to the bookable sessions and public information events. We also considered the accessibility of the venues by foot, car and public transport. Where people were unable to attend our events, we also held a series of online webinar events and opportunities to engage with the Project team via phone, email and freepost.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-21.64	Criticism that consultation events are held during working hours / Suggest that more consultation events are held outside of working hours	National Grid held three bookable sessions during the targeted consultations in Essex and Thurrock to support Essex 8 – Great Waltham and Little Waltham and Thurrock 2 – Bulphan. We also held two public information events for Thurrock 3 – proposed changes to connection at Tilbury. One of the bookable sessions was held on a Friday evening and another on a Saturday morning, both outside normal working hours. We also held a series of webinars providing information on the proposed changes and how to get involved in the consultation. The webinars were held at lunchtime and in the evenings, so that people could attend a webinar on the proposed change most relevant to them at either time. The webinars were also recorded and uploaded to the Project website.	X		X	
10-21.65	Criticism that alternatives (e.g. offshore / underground cables / alternative routes) have not been presented for consultation / consulted on / Concern that National Grid has not considered / consulted on alternatives to the Project	National Grid has considered a wide range of alternative means for the Project and set these out in the Corridor and Preliminary Routeing and Siting Study (CPRSS), published in support of the 2022 non-statutory consultation, and the 2023 and 2024 Strategic Options Backcheck and Reviews (SOBR), published in support of the 2023 non-statutory consultation and statutory consultation and the 2025 SOBR (document reference 7.17). This information remained available on the Project website throughout the targeted consultations. We have also considered feedback relating to suggested alternatives and set out responses within the 2022 and	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		2023 non-statutory consultation Feedback Report's and elsewhere within this report. Our job is to carefully consider the most feasible options and present proposals for public consultation. National Grid cannot present an alternative for consultation that would not meet the requirements placed on us by the government and our regulator Ofgem.				
10-21.66	Criticism that National Grid contradict their actions elsewhere (e.g. use of undersea cables / underground cables for other Projects) / Criticism that that the Project uses overhead lines, when these are being removed elsewhere in the UK / Criticism that the approach taken to the Great Grid Upgrade is piecemeal	National Grid assess projects on a case-by-case basis, taking into consideration various factors such as feasibility, cost, environmental impact, statutory duties and regulatory requirements. Each project is evaluated independently, and decisions are made based on the specific circumstances and needs of that project. While National Grid may use undersea cables or underground cables for certain projects, it does not necessarily mean that the same approach will be taken for all projects. The selection of technology type depends on a range of factors, including the specific requirements and constraints of each project.		X	X	
10-21.67	Criticism that National Grid published a video promoting an offshore grid (e.g. which contradicts their actions / responses on the Project; that National Grid have since removed from their website)	National Grid Ventures provides a number of resources on its website promoting its projects. This particular video shows how interconnectors between Britain and mainland Europe are an important part of our energy mix. The video was not produced by Norwich to Tilbury or by National Grid Electricity Transmission. We understand that National Grid Ventures took that video down to add more context to the script following			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		feedback from stakeholders. Across National Grid, we strive to provide the right technology in the right places so we can deliver a reliable grid and connect electricity from where it is generated to our homes and businesses in the most affordable and sustainable way for electricity bill payers.				
10-21.68	Criticism of the time taken by National Grid to respond to queries / Criticism that National Grid did not respond to queries	National Grid endeavours to respond to all enquiries within a reasonable time frame. However, in periods of high volume or when requiring technical information, it can take longer to respond to enquiries.			X	
10-21.69	Criticism that National Grid have not considered Lord Charles Banner KC's review(s) of the Project / Criticism that National Grid have not responded to Charles Banner KC	National Grid has reviewed and considered all feedback received on the Project, including the opinions of Lord Charles Banner KC.	X		X	
10-21.70	Criticism that the National Policy Statement (NPS) for electricity networks infrastructure (EN-5 and / or EN-3) has not been considered	National Grid disagrees with this response and notes for example that in Section 3 of the Corridor and Preliminary Routeing and Siting Study (CPRSS) the policy context set out and informing the development included EN-1, EN-5 (2011) with this position being updated in the 2024 Design Development Report (DDR) (available on the Project website) to respond to the updated NPS EN-1, EN-3 and EN-5). The current position and explanation of how policy has guided Project design is set out in the 2025 Design Development Report (document reference 5.15).		X	X	

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10-21.71	Suggest that the consultation process is restarted	Before the targeted consultations, National Grid consulted on Targeted Consultation Strategy and Targeted Statutory Consultation Strategy with potentially affected local authorities along the route. They set out how we intended to consult communities living in the vicinity of the Project. Where practicable, we amended these strategies based on feedback from local authorities, and the Targeted Consultation Strategy was published at consultation launch on our Project website in January. An updated appendix was added in February, and the Targeted Statutory Consultation Strategy was published on the website when our targeted statutory consultation Thurrock 3 – proposed changes to connection at Tilbury started. These targeted consultations followed two non-statutory consultations, in 2022 and 2023, and our statutory consultation in 2024. As outlined by the Gunning Principles, our four principles of consultation include that consultation must be held at a point where proposals are in the formative stage; there is sufficient information for intelligent consideration; there is adequate time for response; consideration is given to consultation responses before a decision is made. We have followed these steps in line with national planning policy. During the targeted non-statutory consultations, we developed bespoke consultation zones which included properties which are likely to be affected. During the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		targeted statutory consultation Thurrock 3 – proposed changes to connection at Tilbury, we contacted the residents in the consultation zone; an area of 1 km from proposed permanent infrastructure, and 250 m from proposed primary access routes and temporary works. We also wrote to the parish councils in the areas of the proposed changes during targeted non-statutory consultations, and parish councils along the route during the targeted statutory consultation. We also held a series of webinars as part of this consultation. We have held four stages of consultation in total, giving communities and stakeholders opportunities to provide feedback on different stages of the design process, and to see the updates we have made before an application is submitted. The first public consultation took place in early 2022, and we held the latest stage of targeted consultations in early 2025.				
10-21.72	Criticism that the interactive map has not been updated for targeted consultation	The interactive map was not updated for the targeted consultations as we were consulting on a small number of changes to allow us to refine and finalise the route. Maps showing the proposed changes compared with the proposals presented in 2024 were available in the accompanying consultation leaflets. The interactive map has now been updated and is available on the Project website. A disclaimer was placed on the interactive map during and after targeted consultation to provide an explanation	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		that it had not been updated and to direct to where the relevant information could be found.				
10-21.73	Criticism that the targeted consultation has been staggered / Criticism that changes in Suffolk and Norfolk were published / consulted on before Essex and Thurrock	When we opened the consultations regarding changes in Norfolk and Suffolk in January, we announced that the targeted consultations in Essex and Thurrock would follow, and at the beginning of consultations in Essex and Thurrock in February, we announced that a consultation on the connection at Tilbury would follow.			X	
10-21.74	Criticism of responses received from National Grid to respondent's queries / Criticism that National Grid has not replied to respondent	National Grid endeavours to respond to all enquiries in a reasonable time frame. During busy periods such as during targeted consultation, and when responding to enquiries which required technical information, it may have taken longer for us to respond.		X	X	
10-21.75	Criticism that costings and programme for the Project were not assessed independently / Suggest that costings and programme for the Project are independently assessed	National Grid notes the respondent's feedback. The costs are independently benchmarked to the Institute of Engineering and Technology (IET) Report as set out in the 2025 Strategic Options Backcheck and Review (document reference 7.17). The programme considerations for the Project are based on high level programmes from previous delivered projects. Programme durations between strategic options at the point of progressing with a preferred solution wasn't a determining factor for which strategic option was taken forward.			X	

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10-21.76	Criticism that National Grid met Parish Councils via Microsoft Teams, as for these to be official meetings they should have taken place in person and local people should have been given the opportunity to attend	National Grid arranged three group briefings with parish councils via Microsoft Teams. We also offered briefings with parish councils who were unable to attend or who requested an additional briefing. At these briefings, members of the Project team provided information about the proposed changes and how to respond to the targeted consultations, as well as provide the opportunity to ask any questions. We also held a series of public webinars to support the targeted consultations, holding three webinars on the consultations in Norfolk and Suffolk, three on the consultations in Essex and Thurrock, and two in relation to Thurrock 3 – proposed changes to connection at Tilbury. These provided opportunities for local people to find out more about the proposed changes and to ask the Project team questions. These webinars were held at noon and in evenings, with the same information available at different times. During our targeted statutory consultation Thurrock 3 – proposed changes to connection at Tilbury, we held two public information events where local people could attend, see our consultation documents, and ask the Project team questions.	X			
10-21.77	Suggest that local village names are labelled within consultation documents, in addition to the numbers	In response to feedback received during the first period of targeted consultation, the targeted consultation page of the Project website was updated to include local village names as part of the location references. We also uploaded a version of the 2024 route map with the			X	

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		locations where we were consulting on proposed changes highlighted.				
10-21.78	Criticism that the targeted consultation does not include all the changes that are being proposed due to the minor nature that they have no material impact as experienced by residents / Suggest that whilst these changes may not be the most significant, local residents should be given an opportunity to comment on them / Concern about the impact on confidence in the process if residents subsequently identify these changes and raise concerns about their effect	National Grid held targeted consultation on localised changes to the draft order limits for the Project which could have new or different impacts on landowners, communities and/or the environment. Some of these were community consultations in which we wrote to local residents, and we also consulted with landowners on further, smaller changes that potentially affect specific landowners and their land interests.		X	X	
10-21.79	Threat of further legal action against the Project (e.g. judicial review)	National Grid notes the respondent's feedback. If the Project is accepted for Examination, the Planning Inspectorate and the Secretary of State will need to consider whether the Project has been developed in accordance with the requirements of the Planning Act 2008. It is these considerations and decisions of the Planning Inspectorate and the Secretary of State that can be considered by any judicial review. These bodies are independent, and National Grid cannot influence their work.	X		X	
10-21.80	Threat of action against the Project (e.g. physical action)	National Grid have, as part of the development of the project, considered the security measures required to ensure construction can be completed safely.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Temporary construction compounds, including offices, will be secured to protect the public and prevent unauthorised entry to site. Access to temporary construction compounds will be limited to specific entry points and personnel entries/exits will be recorded and monitored for both security and health and safety purposes. Security fencing and gates are proposed for all site access points to secure the works area, the construction corridor and haul roads. In the event that a haul road is blocked, resulting in a site location becoming inaccessible from a site access point, an alternative access shall be facilitated from a suitable crossover point. In the event of any incident occurring which impacts on the safe and efficient operation of the road network, additional mitigation measures will be considered, which could include contingency routes. Contingency routes will be provided by pre-established traffic diversions and diversions as set out by National Highways, the relevant highway authorities and the police.				
10-21.81	Criticism that National Grid has not considered Andy Hirons' independent review (e.g. which demonstrates that the Project isn't needed until 2035) / Suggest that the Project is placed on hold until alternatives are fully considered	National Grid notes the respondent's feedback. We have carefully reviewed the report mentioned and its appraisals, and we note that the report is a significant and independent study of our proposals. We welcome the report's support of the need for improvements to the transmission network and recognition that an offshore		X	X	

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		solution would result in significantly higher costs and provide lower capacity than the Norwich to Tilbury onshore proposals. However, we do not accept the report's conclusions around the timing of need for additional capacity being closer to 2035 than 2030. National Grid is legally obliged (under our Transmission Owner Licence) to provide capacity at the dates formally agreed in contracts with energy generators (or customers). Furthermore, the National Energy System Operator (NESO) clearly states the need for Norwich to Tilbury to be accelerated for delivery in 2030 to avoid significant constraint costs.				
10-21.82	Criticism that when National Grid emailed respondents inviting them to respond to the targeted consultation, National Grid only provided a general link to the overall library for the Project (e.g. a link directly to the relevant information would have been more helpful for respondents)	National Grid notes the respondent's feedback. At the beginning of each set of targeted consultations, we wrote to properties within the bespoke consultation zones with the consultation materials for the proposed change in the area. When notifying others by email of the beginning of consultation, we provided a link to all the information related to our targeted consultations, including the consultation materials. This allowed respondents to choose which proposed changes were most relevant for them, as we do not have addresses for each individual who had signed up to be notified and were writing to organisations with interests in a wider area.			X	
10-21.83	Criticism that National Grid has not considered the Electricity Act 1989	National Grid follows a robust assessment process which we believe is appropriate for projects like this. Our	X		X	

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		assessments, strategy, plans and recommendations all come under Ofgem regulation and approval. Ultimately our processes will be assessed by the Planning Inspectorate and the relevant Secretary of State. The Project has been developed in line with the requirements placed on us by relevant government acts and regulations, including the 1989 Electricity Act.				
10-21.84	Criticism that National Grid has not waited for the outcomes and recommendations of the Offshore Co-ordination Support Scheme (OCSS) before proceeding with the Project / Suggest that National Grid should wait for the outcome of the high-level study into the feasibility of coordinated options for offshore transmission infrastructure by the OCSS before proceeding with the Project	In September 2024 the Secretary of State for Energy Security and Net Zero decided not to grant further funding to the consortium. The consortium supported the Secretary of State's decision and won't be pursuing a coordinated offshore connection. During earlier periods of consultation, National Grid was awaiting the Government's decision on the outcome of the first phase of this Offshore Coordination Support Scheme (OCSS). To ensure we remained compliant with our legal obligations to connect customers and were aligned with the OCSS guidance, we continued to progress the development of the existing East Anglian network projects, including Norwich to Tilbury while awaiting the outcome of the OCSS.	X	X	X	
10-21.85	Criticism that the Project contradicts with National Grid's commitment declared in the Responsible Business Charter 2020 to supply energy in an equitable and affordable manner and their obligatory duty to develop and maintain an efficient, well-	National Grid believes that this Project is consistent with our commitments in the Responsible Business Charter. National Grid thoroughly accessed the scope, feasibility, and costs of alternatives and published this in our 2024 Strategic Options Backcheck Report (SOBR) which is			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	coordinated, and cost- effective network (e.g. by not thoroughly assessing the feasibility and costs associated with an integrated offshore approach)	available on the Project website and the subsequent 2025 SOBR (document reference 7.17). We need to consider National Policy Statement (NPS) EN-5 which covers the development of new energy infrastructure. This policy concludes that, in most cases, the Government expects that new overhead lines would be appropriate and should be used as standard to reinforce the grid. National Grid carefully considers the most feasible options and presents proposals for public consultation. In doing this, we must consider impacts on local communities and the environment and deliver value for electricity consumers. We have assessed an equivalent offshore option and to deliver the same capacity as the overhead line, we would need to build three subsea cables and associated onshore infrastructure. This would mean significant extra cost to consumers, and that would not meet the requirements placed on us. In addition to cost, there are a range of environmental factors and other onshore and offshore impacts which need to be considered in this option. Taking all these considerations into account we have concluded that an onshore connection is the most appropriate solution.				
10-21.86	Criticism that the mitigation measures proposed by National Grid within the Preliminary Environmental	The Environmental Statement (ES) Chapter 7: Air Quality (document reference 6.7) presents an			X	

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	Information Report (April 24) at section 5.3.8 are insufficient (e.g. controlling speeds on haul roads won't make a difference), with National Grid's standard procedures being insufficient to control its construction teams and contractors to level required to adequately mitigate these issues (e.g. including at Gislingham)	assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see the Outline CoCP (document reference 7.2)) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. The air quality construction traffic assessment is presented in ES Appendix 7.3: Air Quality Assessment Results (document reference 6.7.A3) concludes that significant adverse effects from construction traffic emissions are not expected in or around Gislingham. The nearest human receptor in this area is HR_6, located adjacent to Mill Street. Predicted pollutant concentrations at this location are well below the relevant air quality standards. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP sets out the required mitigation measures and environmental commitments that will be implemented during the				

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		construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				
10-21.87	Criticism that the targeted consultation has not addressed compensation for residents and businesses adversely affected by the project either during or after construction	Compensation is dealt with in line with the compensation code and any other relevant legislation. If a member of the public or a business owner would like to discuss compensation matters, then they should get in contact with the Project lands team. If a property owner is concerned about the impact of their property, they should seek third party advice and/or contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.		X	X	
10-21.88	Request a construction traffic management plan (CTMP) is prepared and agreed with the Norfolk County Council as Highway Authority prior to any work being undertaken by National Grid	National Grid notes the request from Norfolk County Council. Presently an Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) has been prepared. The appointed construction contractor will be required to develop this further and agree this with each Local Authority and National Highways.		X	X	
10-21.89	Criticism that National Grid has chosen not to delay the consultation to consider the ESO report findings (March 2024)	National Grid considered the findings of the Electricity System Operator report when it was released in March 2024 and published our response to the findings of the	X	X	X	

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		report in April 2024. Our response is available in our document library on our Project website. We were awaiting confirmation on whether the Government intended to take the Offshore Co-ordination Support Scheme (OCSS) forward, or if the customers involved wished to change their contracted arrangements. While waiting for that information, National Grid had a legal obligation to connect the customers and had to continue to progress the development of the existing East Anglian network projects. The Government later announced that, based on the findings of the feasibility work funded through the OCSS, they would not continue funding for the 2024 to 2025 financial year.				
10-21.90	National Grid should consult with the Environment Agency, River Stour Trust, East Anglian Waterways Association and the Inland Waterways Association	Throughout the Project, including at the launch of our targeted consultations, we contacted key stakeholders, companies, and community groups to ensure that we are engaging with as many people as possible. This included statutory undertakers, utilities providers, and local community organisations, including the Environment Agency who are a statutory consultee.	X		X	
10-21.91	Request at the next consultation National Grid provide a clear combined order limits GIS file	We were unable to provide a GIS shapefile during the targeted consultations as our proposals were being refined in response to feedback and surveys.	X		X	

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		The finalised information is shown on our interactive map, which is available on the Project website.				
10-21.92	Criticism that the Strategic Options Backcheck and Review 2023 documents do not take into account the compensation costs for the compulsory acquisition of land and rights	National Grid notes the respondent's feedback. At the initial appraisal stage, National Grid prepares indicative estimates of the capital costs. These indicative estimates are based on the high-level scope of works defined for each Strategic Option in respect of each technology option that is considered to be feasible. As these estimates are prepared before detailed design work has been carried out, National Grid takes account of equivalent assumptions for each option.			X	
10-21.93	Criticism that multiple parties have been involved in the Project requesting information with landowners and not providing guidance or advice as to how these requests should be handled	National Grid has appointed Fisher German to carry out landowner engagement on the Project, and through Fisher German has also appointed Terra Quest to carry out land referencing. All correspondence sent out by the Project's lands team has contained an explanation of the reason for making contact, and provided contact details should the recipient want to make contact with any queries or arrange a meeting with the lands team.			X	
10-21.94	Criticism that National Grid has not considered findings from the ESO's East Anglia Network Study (March 2024) which suggest underground HVDC cables would be preferable to a pylon solution if built before 2034 / Criticism that the ESO's East Anglia Network Study (March 2024) highlighted that there	The transmission network already uses Direct Current (DC) cables as part of its system to transmit power over long distances – Scotland to southern England or from England to the continent. The use of DC cables within the more local transmission network however creates constraints and increases costs due to the technology	X	X	X	

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	were other options to achieve the same capacity, with potentially less significant environmental impacts than the Project	that is required to convert the DC to Alternating Current (AC) for domestic transmission and household use. AC power is also easier to balance and distribute (especially with fluctuating power flows like from wind farms and solar). National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using DC technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; alternating current AC overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
10-21.95	Criticism that the respondent was not contacted about the targeted consultation most relevant to them e.g. contacted about a consultation in the next town but not the town where they live/operate	We developed bespoke consultation zones for each targeted consultation area and wrote directly to properties within those areas. These areas included nearby properties which are likely to be affected, rather than following village or town boundaries. We also issued Project updates to all those who had requested to be kept in touch announcing the beginning	X		X	

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		of each targeted consultation and directing to the Project website where more information could be found. For our targeted statutory consultation, Thurrock 3, we developed a wider consultation zone as our proposals included a new substation site. The consultation zone extended 1 km from proposed new infrastructure and 250 m from the order limits relating to restringing, primary access routes and other temporary works. We also issued a Project update to those who had registered and contacted prescribed and non-prescribed consultees across the route.				
10-21.96	Suggest that the Centralised Strategic Network Plan (CSNP) must frontload more rigorous environmental assessments (SEA) to provide a more holistic analysis of onshore and offshore options / Suggest that the CSNP must be opened up to inputs from wider environmental and community stakeholders to provide better balancing of environmental and community constraints (Statutory Consultation - 2024)	National Grid notes the respondent's feedback The methodologies for completing the Centralised Strategic Network Plan (CSNP) and other related exercises were the subject of public consultation by National Energy System Operator (NESO) between December 2024 and January 2025. NESO has stated "Beyond this consultation, there will be further opportunities to engage through the development of these plans and their outputs". The respondent may find that NESO's further engagement opportunities will enable the points raised in this representation to be considered by the body shaping the development of the CSNP.	X		X	
10-21.97	Suggest that the Project is paused until the findings of the Winser Report have been taken into consideration (e.g. including the development of a	National Grid will continue to consider new evidence and studies as we develop our proposals, but we need to progress our proposals to make sure we're able to meet	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	meaningful strategic assessment and plan) (Statutory Consultation - 2024)	our contractual obligations and keep to the Government's deadline to connect new sources of offshore wind to homes and businesses across the UK by 2030.				
10-21.98	Criticism of National Planning Policy / National Policy Statement (NPS) (e.g. the presumption of overhead lines), and suggest that the NPS is reworded to "The most appropriate technology for each situation should be selected and applying Treasury Green Book guidance in the selection of alternatives". With this, suggest that National Grid should pause the Project until policy has been reviewed in relation to the presumption of overhead lines / Suggest that Nation Policy Statement are changed (Statutory Consultation - 2024)	It is indeed the case that National Policy Statement (NPS) for electricity networks infrastructure EN-5 (Department for Energy Security and Net Zero (DESNZ) 2024) doesn't specify application of the Treasury Green Book. In April 2025, the government launched a consultation on proposed changes to EN-5 that ended on 29 May 2025 - The Draft revised National Policy Statement for electricity networks infrastructure (EN-5) (Department for Energy Security and Net Zero, 2025). The amendment of a National Policy Statement is a matter for the Secretary of State subject to requirements concerning consultation, publicity and parliamentary scrutiny. The emerging draft EN-5 (2025) is generally consistent with the extant NPS EN-5 (2024). National Grid will continue to follow national guidance, primarily NPS EN-5 as it currently stands and should any new NPS come forward, a back check and review would be necessary. If the revised NPS EN-5 is designated prior to a decision being made on the application for development consent, assessment against the current presumption in favour of overhead lines will be reviewed with the newly designated NPS, and any additional requirements would be captured within an errata document post submission.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		It is important that we continue to develop our proposals for the Project to meet our statutory duties and responsibilities to deliver the new renewable sources of energy to homes and business across the UK.				
10-21.99	Criticism that the consultation area has been confined to people living in close proximity to the proposed routes, ignoring thousands of people who will be affected and whose opinions should be considered	We developed bespoke consultation zones for each targeted consultation area to include nearby properties which are likely to be affected. These zones were created following the principle that each consultation zone should be appropriate and proportionate in relation to the type and potential impact of the change. We wrote directly to properties within the consultation zones. We also issued Project updates to all those who had requested to be kept in touch announcing the beginning of each targeted consultation and directed people to the Project website where more information on all the targeted consultation areas could be found. The targeted consultations were also advertised in local media. Anyone was welcome to provide feedback during the consultations, and we considered all the feedback we received.			X	
10-21.100	Criticism that consultations have been piecemeal around specific projects - which under states the total impact of all projects (North Falls, Five Estuaries, Tarchon, Norwich to Tilbury, plus all associated grids, substations, roads and other associated facilities)	National Grid is required to seek planning consent for its proposed infrastructure, which includes consulting on the Norwich to Tilbury proposals. Other projects are required to seek their own planning consent.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-21.101	Criticism that the Holistic Network Design and the Future Framework is not being applied in East Anglia, instead, Accelerated Strategic Transmission Investment (ASTI) has allowed National Grid to ignore viable competing options	National Grid notes the respondent's feedback The scope of the Holistic Network Design (HND) was set by NESO (the Energy Systems Operator (ESO) at the time) and the Government. East Anglia was excluded from the HND as the generation projects were already progressed too far for it to be beneficial to consider alternate designs. Any change would delay their delivery which would adversely affect meeting climate change objectives. The HND did however acknowledge the planned and existing transmission infrastructure in East Anglia and avoid further connections coming into the region.			X	
10-21.102	Suggest that demand growth forecast related to date centres for AI should be reviewed following the release of DeepSeek, taking into account loss of industry (Grangemouth, Tata Steel) resulting from policies	Whilst National Grid is continually encouraging consumers to use less energy, the modelling predictions stated in the Government's Energy White Paper (EWP) suggests that the overall electricity demand could double by 2050 largely as a result of the electrification of cars and vans and the increased use of clean electricity replacing gas for heating. The EWP states that "as a result, electricity could provide more than half of the final energy demand in 2050, up from 17% in 2019 and would require a four fold increase in clean electricity generation". In order to meet this demand, the Government's EWP has outlined a plan to increase energy from offshore wind to 40 GW by 2030 (target increased to 50 GW in April 2022). Furthermore, the National Energy System Operator (NESO) has more recently, in the Clean Power 2030			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report, identified the Clean Power 2030 pathways assume high levels of societal change and digitalisation with a growing number of personal electronic devices and data service needs: '*We assume high levels of development in artificial intelligence and off-site computation needs for a wider economy. This means a fourfold growth in data centre electricity demand from today out to 2030. This investment will underpin the establishment of a smart energy system*.'				
10-21.103	Criticism that National Grid's Environmental Action Plan does not contain an evaluation of the natural capital and carbon and biodiversity impacts of their Projects or other options	National Grid notes this feedback. The Environmental Action Plan is not produced by the Project. The Project, however, has undertaken an Environmental Impact Assessment which is reported in an Environmental Statement as part of our Development Consent Order (DCO) submission, which includes information regarding carbon and biodiversity impacts.			X	
10-21.104	Criticism that National Grid has not published a biodiversity report in line with the Government's biodiversity duty	National Grid will deliver at least 10% Biodiversity Net Gain (BNG) with wider environmental and societal benefits on the Project at a time where there is no statutory requirement to deliver BNG for Nationally Significant Infrastructure Projects. National Grid would ensure 10% BNG is deliverable by ensuring a range of onsite and offsite BNG delivery options are available, including as a worst-case scenario (which we don't expect to use) statutory credits.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-21.105	Suggest that National Grid should ask NESO to remodel options for East Anglia including the following: • Tarchon as a multi-purpose interconnector (with Five Estuaries & North Falls connected) landing at Grain, Tilbury or Bradwell • Five Estuaries & North Falls connecting at an offshore platform and landing at one of the sites above • A reconductoring of the whole eastern region grid with TS Conductors • Norwich to Tilbury as HVDC (all the way from offshore wind farm to converter station at Tilbury)	National Grid notes the respondent's feedback As part of the National Energy System Operator's (NESO) East Anglia Network Study conducted in March 2024, these options were screened against the following criteria: Is this proposal within the scope of the study's Terms of Reference? Would the proposal require a change in connection location for projects not exploring voluntary coordination through the Offshore Coordination Support Scheme (OCSS)? Is the proposal technically feasible in the timescales the capacity is needed? Where the proposed option met the required criteria, it was taken forward to the next stage of assessment, so has already been considered as part of their study. The only exception to this is the TS conductor option which is not currently a deployable technology that could be considered to meet network reinforcement needs. Superconductor technology remains in its infancy and has only been trialled in a limited number of circumstances globally. The technology is not at a level of development maturity where it can provide the capacity, voltage level or distance required for this Project.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-21.106	Criticism of the consultation venues chosen (generally)	We selected consultation venues on the basis of size, accessibility (on foot and by public transport), availability, and their proximity to the proposed change and the potentially affected community.			X	
10-21.107	Criticism that the Infrastructure Planning (Decisions) Regulation 2010 (Reg 3) has not been considered	The assessment of the impact of the Project on the historic environment has been carried out in accordance with relevant legislation, including the Infrastructure Planning (Decisions) Regulations 2010 (Regulation 3), The Environmental Statement (ES), particularly Chapter 11: Historic Environment (document reference 6.11), and the Planning Statement demonstrates how these requirements have been considered in assessing impacts on listed buildings, their settings, and conservation areas. The approach taken has been discussed and agreed with statutory consultees, including Historic England and the relevant Local Planning Authorities.	X		X	
10-21.108	Request for National Grid to confirm within the Environmental Net Gain Report (January 2025) that they are looking at emerging Local Nature Recovery Strategies and habitat banks across the three counties, directing funds towards priority areas (e.g. in line with good practice)	The draft Local Nature Recovery Strategies (LNRS) for Essex, Norfolk and Suffolk have been reviewed and included within the Biodiversity Net Gain (BNG) Report (document reference 7.1) with regard to the approach to strategic significance (no Environmental Net Gain Report will be submitted). At the time of drafting the BNG report final versions of the LNRS's had not been published. However, the BNG report outlines how they will be taken into consideration within the BNG metric	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		during the re-run of the metric post consent (should consent be granted).				
10-21.109	There is limited information on hedgerow and watercourse losses which we understand is to follow, but the respondent notes that they understand this is to follow. Any potential losses in high distinctiveness habitats (e.g. floodplain mosaic) will require a bespoke approach irrespective of mandatory requirements for Biodiversity Net Gain (BNG). Impacts on habitat condition / distinctiveness should be avoided, minimised, mitigated or compensated in accordance with the mitigation hierarchy	The impacts of the Project on watercourses, including those associated with the temporary effects of watercourse crossings, are assessed within Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (ES) (document reference 6.12). The assessment describes a range of measures, e.g linked to crossing designs, and reinstatement, which are secured via the Outline Code of Construction Practice (document reference 7.2). The assessment concludes that there would be no likely significant permanent residual effects. Impacts on habitats (including high distinctiveness habitats), hedgerows and watercourses are quantified within the ES Chapter 8: Ecology and Biodiversity (document reference 6.8). Habitat impacts are also quantified within the Biodiversity Net Gain (BNG) Report (document reference 7.1) which identifies the habitat type, condition and associated distinctiveness value of area habitats, hedgerows and watercourses. Mitigation in line with the BNG mitigation hierarchy has been applied. National Grid are committed to delivering 10% BNG for the Project.	X		X	
10-21.110	Suggest that National Grid are mindful of additionality rules and avoid double counting when	The additionality rule has been applied throughout and all mitigation proposed is considered additional. This is specifically addressed with regard to the Environmental	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	seeking to secure environmental areas in 30-year management	Areas within the Biodiversity Net Gain (BNG) Report (document reference 7.1), to ensure no overlap between our proposed mitigation (habitat creation and enhancement) and other Town & Country Planning Applications or Development Consent Order (DCO) proposals.				
10-21.111	Criticism the Targeted Consultation has not considered the Governments recently published Community Funds for Transmission Infrastructure	The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
10-21.112	Criticism that the National Policy Statement (NPS) Energy (EN-1) has not been considered	National Grid disagrees with this response and notes for example that in Section 3 of the Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) the policy context set out and informing the development included EN-1, EN-5 (2011) with this position being updated in the 2024 Design Development Report (DDR) (available on the Project website) to respond to the updated NPS EN-1, EN-3 and EN-5. The current position and explanation of how policy has guided Project design is set out in the 2025 DDR (document reference 5.15).	X	X	X	
10-21.113	Concern that there won't be enough time to consult on alternatives once the detail of private loss to be suffered to landowners is determined - based on 2022 response	National Grid has considered a wide range of alternative means for the Project and set these out in the Corridor and Preliminary Routeing and Siting Study (CPRSS), published in support of the 2022 non-statutory consultation, and the 2023 and 2024 Strategic Options Backcheck and Reviews (available on the Project website), published in support of the 2023 non-statutory consultation and statutory consultation. This information remained available on the Project website throughout the targeted consultations. We have also considered feedback relating to suggested alternatives and set out responses within the 2022 and 2023 Non-Statutory Consultation Feedback Reports and elsewhere within this report.			X	

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10-21.114	Criticism that National Grid should have shared reasoning for rejecting suggested changes so that new changes can be considered accordingly	National Grid notes the respondent's feedback. All changes requested have been reviewed by the Project team and have either been taken forward in the design or not based on a balanced evaluation. Responses to changes requested in feedback are included in this report and the previous non-statutory consultation feedback reports published at statutory consultation and the 2023 non-statutory consultation. The publication of changes that have been rejected was not possible until the submission of the Development Consent Order (DCO) application, however landowners and any other stakeholder were encouraged to submit feedback on any aspect of the Project and this feedback was all taken into account when developing the final design.			X	
10-21.115	Suggest that a pause to the scheme is necessary to enable alternatives to be considered and consulted upon and that this rational delay would be more likely to enable delivery of the objectives of this and other projects whilst minimising the impacts of such developments on communities and environment	National Grid notes the respondent's feedback. National Grid is legally obliged (under our Transmission Owner Licence) to provide capacity at the dates formally agreed in contracts with energy generators (or customers), therefore pausing the Project would not align with the 2030 target date. Furthermore, the National Energy System Operator (NESO) clearly states the need for Norwich to Tilbury to be accelerated for delivery in 2030 to avoid significant constraint costs. As a regulated business, we need to consider a range of factors to put forward the right solution and ensure good value for UK bill payers. We believe the current proposal		X	X	

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		provides this solution and is appropriate and consistent with Government policy. We present our assessment of all the different strategic options which include different technology types in our 2025 Strategic Options Backcheck and Review (document reference 7.17) but it would be disingenuous to put forward an option that doesn't comply with our statutory duties and regulatory obligations for consultation.				
10-21.116	Suggest National Grid consult with Colchester City Council and Langham Hall Estate to discuss biodiversity net gain within the National Landscape to protect the impacted environment and enhance biodiversity	National Grid is committed to delivering 10% Biodiversity Net Gain (BNG) with environmental and societal benefits for the project. Due to the scale of the Project it will not be possible to deliver all habitat creation and enhancement onsite and therefore National Grid are seeking agreements with third parties, to deliver any deficit in biodiversity units, in order to achieve the targeted 10% BNG. National Grid are open to all off-site options with registered BNG providers, and open to discussing potential off-site BNG sites with Colchester City Council and Langham Hall Estate.			X	
10-21.117	Request Host Authorities and other relevant stakeholders be consulted on any further changes to the proposal that fall outside the scope of the Targeted and Statutory consultations. This will allow to assess the acceptability of changes in planning terms and consider alternative options or develop	Following our targeted consultation, we considered all the feedback received. Where this would have resulted in the need for further targeted consultation, we would have communicated this with the relevant Local Authorities and elected representatives. During this process, we did not identify any areas of change where further consultation was necessary, and		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	necessary mitigation prior to the submission of the Development Consent Order (DCO)	so no further engagement with the Local Authorities on this was carried out.				
10-21.118	Request that the proposal provides community funding in accordance with the guidance from the Community Funds for Transmission Infrastructure (March 2025) by the Department of Energy Security and Net Zero, and that this funding is separate from the delivery fund	The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).		X	X	
10-21.119	Criticism that the respondent is having to deal with and respond to multiple companies	National Grid is responsible for Norwich to Tilbury , alongside several other developments in the area such			X	

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	regarding development in the area / Request that respondent is given a single body as a main point of contact	as Bramford to Twinstead Reinforcement and SeaLink. There are other projects which are being developed by other third party developers and which are not associated with National Grid. We encourage everyone to look on the relevant project websites to know which developer to contact for further information.				
10-21.120	Request that the Project bring socio-economic benefits to the host communities / Concern that social value opportunities (such as skills, training and future employment) have not been assessed	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers of Commerce), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. Our commitments include the Grid for Good programme, a global community investment programme. It connects young people between the ages 16-25 with upskilling and job opportunities in the energy industry. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities		X	X	

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		(including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
10-21.121	Concern for the Target Consultation relating to habitats and land use, as they do not appear to comply with the revised duty of section 85 of the Countryside and Rights of Way Act (2000) / Request that greater weight be given to the revised section 85 of the Countryside and Rights of Way Act (2000) if the National Landscape is to be crossed in the manner outlined in the Targeted Consultation	Section 245 (Protected Landscapes) of the Levelling-up and Regeneration Act 2023 (LURA) places a duty on 'relevant authorities', which in this context includes National Grid as a statutory undertaker, to seek to further the statutory purposes of protected landscapes (referred to as the 'seek to further' duty). In relation to National Landscapes (which includes the Dedham Vale National Landscape), this requirement has been incorporated into Section 85 of the Countryside and Rights of Way (CRoW) Act, which states: *'In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a*	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty'. The approach National Grid is taking to meet the 'seek to further' duty in relation to the Project has been detailed in National Landscapes - Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10). The document details how the National Landscape and 'seek to further' duty has been taken into consideration during Project development and highlights potential further measures. The overall approach has been, and continues to be, discussed with relevant stakeholders (which includes but is not limited to the Dedham Vale National Landscape and Stour Valley Partnership) and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes' (Defra, 2024). It is intended the finalised measures would be secured by an appropriate mechanism as part pursuant to the Development Consent Order (DCO) process.				
10-21.122	Request that the current purpose of the existing 132kV line be reconsidered if the Project is built. If the 132kV line becomes redundant, a method to secure the benefits of its removal should be considered, ideally as part of the DCO or through another legal agreement. This would demonstrate compliance with section 85 of the Countryside and	Section 245 (Protected Landscapes) of the Levelling-up and Regeneration Act 2023 (LURA) places a duty on 'relevant authorities', which in this context includes National Grid as a statutory undertaker, to seek to further the statutory purposes of protected landscapes (referred to as the 'seek to further' duty). In relation to National Landscapes (which includes the Dedham Vale			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Rights of Way Act (2000) Removing the 132kV line would significantly demonstrate compliance with the duty to 'seek to conserve and enhance natural beauty' in decision-making. This potential benefit would be particularly important for highly sensitive receptors near Willy Lott's Cottage (depicted in John Constable's painting, 'The Haywain')	National Landscape), this requirement has been incorporated into Section 85 of the Countryside and Rights of Way (CRoW) Act, which states: '*In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty'*. The approach National Grid is taking to meet the 'seek to further' duty in relation to the Project has been detailed in National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10). The document details how the National Landscape and 'seek to further' duty has been taken into consideration during Project development and highlights potential further measures. The overall approach has been, and continues to be, discussed with relevant stakeholders (which includes but is not limited to the Dedham Vale National Landscape and Stour Valley Partnership) and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes' (Defra, 2024). It is intended the finalised measures would be secured by an appropriate mechanism as part pursuant to the Development Consent Order (DCO) process.				

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		One of the measures National Grid is proposing is the preparation of an initial feasibility study to assess the potential feasibility for the PJ Line removal in the longer term. The PJ Line is an existing 132 kV overhead line between Bramford and Lawford. This work would be limited to a feasibility exercise and any steps beyond that regarding potential removal would be for future consideration with relevant stakeholders entirely outside of the Project and DCO. Further detail is available in National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10).				
10-21.123	Request that National Grid consider the rapid development of electrical transmission capacity capability (link provided by respondent), which enables tripling of transmission capability, 40% capital expenditure costs, rapid deployment, and reuse of existing infrastructure, while preventing increased infrastructure, network redesign, excessive cost, and local resentment	National Grid notes the respondent's feedback. Alternating Current (AC) High Temperature Superconductors (HTS) cannot currently provide the capacity, voltage level, or distance required by Norwich to Tilbury. Norwich to Tilbury would operate at 400 Kilovolts (kV) and HTS technology operates at voltages well below 400 kV. It is also generally more suited to urban constrained environments.			X	
10-21.124	Request National Grid have a Discretionary Purchase Scheme as other Statutory providers do	National Grid does not currently have a Discretionary Purchase Scheme, and under current legislation is not required to. National Grid will continue to work with members of the public that have concerns over property prices and will also continue to review government legislation should anything change.			X	

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10-21.125	Criticism that respondent has requested access multiple times to the survey reports covering the surveys undertaken at their land, but these have not been provided by National Grid / Suggest that landowners and the public are given access to post survey reports (and any reports generated in the future)	National Grid has made survey data and reports available to the public through the Environmental Statement, as part of the Development Consent Order application.			X	
10-21.126	Criticism that National Grid have been serving S172 notices on landowners (e.g. while crucial questions regarding licences remained unanswered) / Criticism that National Grid have been using Section 172 notices instead of arranging access with landowners (e.g. therefore denying landowners opportunity to liaise with contractors to ensure optimum access routes and times for the landowner)	National Grid will always make reasonable and proportionate attempts to agree voluntary access before using S172 notices. The Project's lands team has extensively engaged with landowners on the need for survey licenses and survey requirements. Where possible and justified National Grid can amend the survey license to take into account specific landowner requirements. If amendments cannot be made the reasons for this will be explained. Where voluntary agreement cannot be reached and access is required to carry out survey work that will inform design and the Environmental Impact Assessment (EIA), notices will be relied upon. When a notice has been served, the Project's lands team will still endeavour to liaise with landowners on the details and timing of the survey, but this is not always achievable.			X	
10-21.127	Criticism that National Grids contractors have been arriving on site without providing the required notice as stipulated in the licence agreements	National Grid has a team of land agents appointed, and one of their roles is to provide landowners with the required / agreed notice before taking access for			X	

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		surveys.National Grid's appointed contractors are also made aware of any requirements, i.e. notice periods. If a landowner feels that access has been taken without the required / agreed notice period, they should make contact with the Project's lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
10-21.128	Criticism that National Grid has been parking vehicles, welfare equipment, and materials on sites, contrary to provisions agreed upon licence terms	National Grid has a team of land agents appointed, and one of their roles is to agree survey requirements with affected landowners. National Grid's appointed contractors are also made aware of any requirements, including where to park and what equipment can or cannot be left on site. If a landowner feels that the conditions within the survey license have not been met for any reason, they should contact the Projects lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-21.129	Criticism that National Grid has been withholding raw survey data, which was agreed to be supplied in the licences	Surveys have been ongoing across the Project and given the vast amount of surveys undertaken and the scale of the Project there is a large amount of raw data captured. This raw survey data is not in a suitable format to be issued to landowners and takes a considerable amount of processing following the completion of surveys. National Grid has made survey data and reports available to the public through the Environmental Statement, as part of the Development Consent Order application.			X	
10-21.130	Criticism that National Grid have been delaying payment of agent fees, placing landowners at significant financial risk	Appointed land agent's fees are paid through Fisher German on National Grid's behalf. Fees can either be paid directly to the land agent or the landowner depending on what the prior agreement is. Land agent fees are paid on submission of a valid invoice and accompanying timesheets. Delays in payment can be caused by the need to clarify elements of the invoice with the land agent or time claimed that is not covered by National Grid.			X	
10-21.131	Criticism that the Project as currently proposed contravenes the Government's 25 Year Environment Plan and contravenes efforts to achieving Net Zero by 2050	A Green Future: Our 25 Year Plan (2018) highlights the Government's support for the reduction in the United Kingdom (UK)'s carbon footprint. The Project is critical to the rapid decarbonisation of the National Grid and the principle of the Project is therefore supported by the Plan.	X		X	

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		The Overarching National Policy Statement for Energy EN-1 (Department for Energy Security and Net Zero (DESNZ) 2024) states in paragraph 5.4.39 that '*The government's 25 Year Environment Plan and the Environment Act 2021 mark a step change in ambition for wildlife and the natural environment. The Secretary of State should have regard to the aims and goals of the government's Environmental Improvement Plan 2023... and any relevant measures and targets, including statutory targets set under the Environment Act or elsewhere*.' Our position that the Project is compliant with the Governments 25 Year Environmental Plan insofar as it is relevant to the Project is set out in the Planning Statement (document reference 5.6). The Project has been identified by the National Energy System Operator (NESO) as critical to delivering a network which supports the clean power pathways for 2030 delivery. Meeting the Clean Power 2030 goal and the shift to a clean power system by 2030 forms the backbone of the transition to net zero.				
10-21.132	Concern that the Project / consultation does not comply with the Planning Act (2008)	This application for development consent is submitted in accordance with the requirements of the Planning Act 2008, which provides the legal framework for the consenting process for Nationally Significant Infrastructure Projects (NSIPs). The Project is defined as an NSIP, under Section 14(1)(b) and Section 16 of the Planning Act 2008 and the Planning Act 2008 (Electric			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Lines) Order 2013, as it involves the installation of an electric line above ground of more than 2km, which will operate at 400 kV in England. In accordance with Section 37 of the Act, the application includes all required documents, including a draft Development Consent Order (DCO), an Environmental Statement (prepared in accordance with the Planning (Environmental Impact Assessment) Regulations 2017) and supporting assessments. The application has fulfilled all relevant pre-application procedures as set out under Part 5 of the Planning Act 2008, including: Section 42 consultation with prescribed bodies, local authorities and relevant landowners Section 47 consultation with the local community in accordance with the published Statement of Community Consultation (SoCC) Section 48 publication of the notice of the proposed application in the manner required by the Act. The Project has also taken into account the relevant National Policy Statements: Overarching National Policy Statement for Energy (EN-1) (2023) and the National Policy Statement for Electricity Networks Infrastructure (EN-5) (2023) in accordance with Section 104 of the Act.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change						
10-21.133	Oppose the use of underground cables (generally - no location given) / Concern about the use of underground cables (e.g. due to impact of construction)	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the statutory consultation, targeted consultations, and landowner consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that '*the government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments would cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project has incorporated suitable consideration of the existing	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		environment, ecology and site ground conditions based on site specific survey data. We have undertaken an Environmental Impact Assessment (EIA) which includes a baseline of the existing environment as well as site specific information and survey data.				
10-21.134	Suggest that existing overhead lines should be replaced by underground cables (generally - no location given)	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with NPS EN-5 and would result in			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.				
10-21.135	Suggest that the existing overhead lines are reinforced / upgraded instead (generally - no location given)	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations would be required to accommodate the changing demands on the network.	X		X	
10-21.136	Suggest that the Project is routed away from populated / residential areas (generally - no location given)	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line would be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of				

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		fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual amenity. The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed.				

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		Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.				
10-21.137	Suggest that the Project should run in closer to / parallel to the existing overhead lines (generally - no location given)	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling			X	

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		may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.				
10-21.138	Suggest that underground cables are used (generally / for entire of the Project)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments would cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*'. Where no such designations are present, nor is the area within	X	X	X	

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		the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

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		Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.				
10-21.139	Suggest that the Project should use lower height pylons	Consideration has been given to the use of low height pylons in circumstances where standard lattice pylons are considered to be inconsistent with policy. These low height design lattice pylons are useful where height is a strong consideration, however they also occupy a greater footprint and have a bulkier and denser profile. They can therefore provide visual benefits in some scenarios, for example where a reduction in pylon height means that views of the tops of pylons are screened by intervening woodland. In other scenarios they can increase adverse visual effects, for example where	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		relatively close to visual receptors without intervening filtering vegetation where they are likely to appear more noticeable in views from residential receptors. Low height lattice pylons have been proposed as necessary to reduce effects in two locations, to the north-west of Little Waltham and to the east of Thurrock airfield.				
10-21.140	Suggest that the Project should use T-pylons	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given it is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
10-21.141	Suggest that the capacity of the Project is increased	The Project would be constructed at the highest capacity currently available. This would be in line with the existing networks that are being updated in East Anglia including the existing Norwich to Bramford circuit and the Bramford to Rayleigh circuit.			X	
10-21.142	Suggest that the Project should be offshore / Suggest an offshore grid is used instead (including partial offshore option)	The Government has set a target that by 2050 the UK will have net zero carbon emissions. In order to achieve this, and hit the targets along the way, such as connecting 40 GW of offshore wind by 2030, new	X	X	X	

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		infrastructure will be needed to deliver the increased energy production. This will include new overhead lines, underground cables, Cable Sealing End (CSE) compounds (where underground cables meet overhead lines) and substations. Offshore solutions were considered as part of our strategic proposal to upgrade the network in East Anglia. The Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) examines several strategic options that were considered for the Project that might achieve the required reinforcement including offshore and subsea options. These options were not taken forward as they did not fully address technical or physical/geographical constraints or enable the network to operate to the required standards. A subsea connection would have a third of the capacity of the proposed overhead line connection and therefore to transfer the anticipated levels of power generation, three subsea connections would be required including associated infrastructure such as convertor stations. This would make the connection significantly more costly to energy bill payers. In addition, an offshore option would still require development of onshore infrastructure. This would include onshore connections to the coast. The onshore work is required to reinforce the existing onshore transmission network and ensure that National Grid can continue to operate the transmission network safely and				

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		securely with the increase of generation connecting into the East Anglia area. The National Electricity System Operator (NESO (formerly ESO)), leads an annual process looking at how the electricity transmission network might need to adapt to likely changes to where the electricity we all use will come from. That starts with stakeholder discussions and analysis about potential Future Energy Scenarios (FES) which are published each summer. NESO takes those different scenarios and looks at what that might mean for the transmission network over the next ten years, publishing an Electricity Ten Year Statement (ETYS) each November. The transmission network owners, including National Grid, respond to the issues outlined in the ETYS with suggestions as to how those can be addressed. Then in January each year, NESO publishes a document known as the Network Options Assessment (NOA), which outlines their recommendations as to which reinforcement projects should be taken forward during the coming year to meet the future network requirements. A need was identified to resolve electrical boundary issues in East Anglia. There are three onshore power boundaries where additional system flexibility is required to ensure that power generated in the area from offshore wind farms and nuclear generation has more ways to flow into the wider transmission network during maintenance or faults on the system.				

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		In addition, two new offshore wind farms off the Suffolk/Essex coast are currently proposed to be connected to the transmission network to transport the low carbon energy they will produce to the homes and businesses where it will be used along with an interconnector from the European continent. The NOA 2021 identified need for an upgrade to the existing line in East Anglia in all FES and this was confirmed in NOA 22.				
10-21.143	Suggest that energy is generated near to where it is needed instead (e.g. London) / Criticism that energy is being generated far from where it is needed	National Grid does not determine or implement policies that influence the form and location of energy developments. Those matters are for Government to take forward. Our role is to respond to the connection requirements for projects that are developed in line with Government Policy to integrate them into the National Transmission System (NETS) in a timely, economic and efficient manner in line with relevant policies and our statutory duties under Section 9 of the Electricity Act 1989.			X	
10-21.144	Suggest that underground cables are installed using Horizontal Directional Drilling (HDD) rather than open trenches (cut and cover)	Trenchless installation techniques, such as Horizontal Directional Drilling (HDD), can be used as an alternative to a trenched (cut and cover) approach to install underground cables. It is usually the choice of methodology where minimal disturbance to above ground features is required, given trenched methods are more disruptive in terms of the level of disturbance to the landscape and environment. The benefits of using HDD	X		X	

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		need to be carefully considered to ensure ground conditions are suitable and that the balance of potential environmental effects is achieved. When utilising HDD the underground cables need to be installed at a greater depth to provide adequate protection against inadvertent excavation strikes as this method doesn't allow us to install warning tapes/tiles above the cables. Furthermore, local constraint features that interface with the route such as water courses or other buried infrastructure may require the cables to be installed deeper to avoid clashes. The deeper the underground cables are installed, the wider they need to be spaced to allow for suitable thermal dissipation (avoiding overheating) and so a wider below ground asset corridor needs to be present to allow for the permanent underground cable corridor, this can be quite difficult to ascertain. HDD as a methodology increases complexities with regards to engineering, programme and in turn increase cost hence why HDD is not the preferred methodology of underground cable installation but more so an alternative means where National Grid needs to negotiate the route close to environmental sensitive receptors. We fully assess the underground cable routes in detail considering the route incumbent features and potential effects of installation by open trench method. Where such methodology is deemed not preferred then				

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		installation by HDD methods will also be assessed before deciding on where HDD would be used. There is approximately 21.5 km of underground cable on the scheme. The additional cost of utilising trenchless methods for this section is not practical or justified in policy terms. However, National Grid remains keen to keep trenches open for the shortest practical length of time.				
10-21.145	Suggest the use of 'Superconducting cable' technology	National Grid is monitoring how this technology develops in the future, but for the moment it is not a deployable technology that could be considered for any current Projects. Superconductor technology remains in its' infancy and has only been trialled in a limited number of circumstances globally. The technology is not at a level of development maturity where it can provide the capacity, voltage level or distance required for this Project.			X	
10-21.146	Suggest schemes to reduce energy consumption / other energy saving schemes	Whilst National Grid is continually encouraging consumers to use less energy, the modelling predictions stated in the Government's Energy White Paper (EWP) suggests that the overall electricity demand could double by 2050 largely as a result of the electrification of cars and vans and the increased use of clean electricity replacing gas for heating. The EWP states that "*as a result, electricity could provide more than half of the final energy demand in 2050, up from 17% in 2019 and would*		X	X	

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		require a four fold increase in clean electricity generation". In order to meet this demand, the Government's EWP has outlined a plan to increase energy from offshore wind to 40 GW by 2030 (target increased to 50 GW in April 2022). Notwithstanding this predicted increase in electricity demand, the Government recognises that smart technologies will need to be implemented to reduce electricity consumption, for example in buildings, the use of smart meters and appliances and energy storage. The recently published Clean Power 2030 report (Annex 1: Electricity demand and supply analysis) calls for the widespread adoption of efficient products and energy efficiency measures to manage the electrification of demand.				
10-21.147	Suggest that alternative energy sources are used instead of nuclear / wind (e.g. Tidal, hydrogen)	To meet the predicted doubling in electricity demand by 2050 and the Government's 2050 Net Zero target, the Government Energy White Paper (EWP), whilst not planning for a specific technology solution, predicts that "*a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar*" but also complementing intermittent renewables with technologies including nuclear and gas with carbon capture and storage. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network. As well as the Tarchon Interconnector, the Project will also fulfil connection		X	X	

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		offers for two offshore wind farms - North Falls and Five Estuaries - which will contribute to the Government's 50 GW offshore wind target. The advantages of offshore wind farms compared to onshore are that they are considered more efficient (with higher wind speeds and consistency in direction) and are further away from local populations. The Project will also provide increased capacity for future generation from various generators.				
10-21.148	Suggest the use of High Voltage Direct Current (HVDC) cables for the Project / Suggest that HVDC cables are used as opposed to Alternating Current (AC) cables	The transmission network already used Direct Current (DC) cables as part of its system to transmit power over long distances – Scotland to southern England or from England to the continent. The use of DC cables within the more local transmission network however creates constraints and increases costs due to the technology that is required to convert the DC to Alternating Current (AC) for domestic transmission and household use. AC power is also easier to balance and distribute (especially with fluctuating power flows like from wind farms and solar). National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using DC technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; AC overhead lines (established technology); alternative pylon types; AC underground	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances				
10-21.149	Suggest that the Project should utilise existing (disused) infrastructure at Bradwell (e.g. having been brought onshore at this location) / Suggest that existing unused 132 kV transmission between Bradwell and Rayleigh and the existing unused substation at Bradwell are upgraded to 400 kV and utilised instead of the Project (e.g. in line with National Grid's Electricity Act Duties under Schedule 9, and in line with National Policy Statement (NPS) EN-5; to reduce cost and environmental impact, such as by reusing existing concrete foundations; given that National Grid possesses pre-existing relationships with landowners in these regions, simplifying the process of negotiating access and easement agreements; given that there is no conflict with the future development of Bradwell B and opportunity to connect Bradwell B to an upgraded 400 kV line; given that the surrounding areas of Bradwell are already acclimatised to the presence of pylons, so upgrading the existing line would have a lesser impact on property valuations and therefore compensation for private loss payable by National	In respect of connecting at the old Bradwell power station, there is an existing overhead line connection to the Bradwell B site. This has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt, however, this onward connection via Rayleigh to Tilbury is also constrained by urban development and further designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations.	X		X	

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	Grid would be significantly less; to reduce impact on heritage and ecology; given that the impact of upgrading infrastructure at Bradwell on the Blackwater SSSI and Ramsar sites would be minor compared to the environmental impact across Essex, Suffolk and Norfolk	The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects.				
10-21.150	Suggest that the Project uses brownfield sites / brownfield land	Routeing and siting studies that have been undertaken for the Project have considered whether brownfield sites provided suitable opportunities for the siting of the East Anglia Connection Node (EACN) substation. Responsibility for the Landing Sites as noted by the respondent rests with 3rd party developers and not with National Grid. No sites were identified that met the requirements for the Project. This was reviewed after feedback was considered from the 2022 and 2023 non-statutory consultations, statutory consultation and targeted consultations where alternative EACN substation locations were proposed. Reasons for not preferring alternative brownfield locations have been set out within the 2023 and Design Development Reports published on the Project website and the 2025 Design Development Report (document reference 5.15).	X		X	
10-21.151	Criticism that 2030 is not realistic / necessary for the Project, so alternatives should be used instead (e.g.	National Grid is legally obliged (under its Transmission Owner Licence) to provide capacity at the dates formally	X	X	X	

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	the Project should be offshore / underground / use High Voltage Direct Current (HVDC) cables) / Suggest that delivery date for National Grid to provide additional capacity on the network is changed to a later date (e.g. 2034) so that alternatives could be used instead of the Project / Criticism that National Grid have accelerated the Project to meet 2030 deadline (e.g. lack of consideration of alternatives)	agreed in contracts with energy generators (or customers). Contract dates are set out by National Energy System Operator (NESO), independent of National Grid It is also responsible for delivering major new projects to connect more clean, low-carbon power to the transmission network in England and Wales. These projects play a vital part in achieving the UK Government's ambition of connecting 50 GW of offshore wind by 2030. They will be delivered under the regulator's Accelerated Strategic Transmission Investment (ASTI) framework. Strategic alternatives for the Project, including underground cables and offshore cables, have been considered and are set out in the published Strategic Options Backcheck and Reviews (SOBR) published in 2023 and 2024 (available on the Project website) and the 2025 SOBR (document reference 7.17).				
10-21.152	Suggest the use of energy islands / platforms	Offshore solutions to meet the need case have been considered and are set out in the 2023 and 2024 Strategic Options Backcheck and Reviews (SOBR) (available on the Project website) and the 2025 SOBR (document reference 7.17). The design solution for an offshore solution could, in practice, include the use of energy islands and offshore platforms but these would add significant complexity and cost. These features would not be required, in any event, to provide a suitable			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		offshore solution to meet the specific requirements of the Project.				
10-21.153	Criticism that National Grid told the National Electricity System Operator (NESO) about a shortage of High Voltage Direct Cable (HVDC) cable, despite their purchase of 14000km of HVDC cable and that National Grid's main supplier is ramping up production	National Grid notes the respondent's feedback. The availability of High Voltage Direct Current (HVDC) cable was not a determining factor for which strategic option was taken forward.	X		X	
10-21.154	Request that the Project use AC underground cables	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments would cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore the starting presumption for the	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at other locations proposed as overhead line would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-21.155	Suggest underground cables are used for the entire route which would eliminate the need for interconnectors	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations			X	

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		under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments would cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
Economic / Employment Impact						
10-21.156	Concern about negative impact on businesses	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the	X	X	X	

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		Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.				
10-21.157	Concern about impact of the Project on the economy	Chapter 15: Socio-economics, Recreation and Tourism assessment of the Environmental Statement (ES) (document reference 6.15) assesses the potential construction effect on the local economy and tourism economy. A temporary, short-term, negligible to minor beneficial and not significant effect is anticipated on the local economy during construction from the Project's direct, indirect and induced contribution to the local economy. Following construction good practices and mitigation measures outlined in the Outline Code of Construction Practice (document reference 7.2), Outline Construction Traffic Management Plan (document reference 7.3) and Outline Public Right of Way (PRoW) Management Plan (document reference 7.6) to mitigate potential air quality, noise, traffic and effects on accessibility, a temporary, short-term, negligible adverse and not significant effect is anticipated on the tourism economy during construction. Economic effects during operation have been scoped out of the EIA as agreed in the Scoping Opinion.			X	
10-21.158	Suggest that job / employment opportunities should be offered as part of the Project	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and		X	X	

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		workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement. Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
Environmental Impact						
10-21.159	Concern about negative impact of the Project on the Green Belt(s) (generally - no location given)	To facilitate the Project, it would be necessary to route through the Metropolitan Green Belt. National Grid has			X	

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		considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1 - A summary of the Holford Rules is provided within Appendix I22 of this report). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead				

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		lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open. The Planning Statement (document reference 5.6), submitted with the application for development consent, includes an assessment of the Project against Green Belt planning policy (as contained in National Policy Statement EN-1 and the National Planning Policy Framework).				
10-21.160	Concern that the Project will impact SSSIs (generally - no location given)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). The Project avoids all direct impacts on SSSIs, with no long-term negative impacts anticipated on any SSSIs as a result of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. National Grid will continue to engage with Natural England.			X	
10-21.161	Concern that the Project will impact ancient woodland (generally - no location given)	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts			X	

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		on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied where practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An Ancient Woodland and Veteran Tree Strategy is included as part of the Outline Landscape and Ecological Management Plan (see Appendix B of the LEMP (document reference 7.4)). The Outline LEMP (document reference 7.4) has been developed in consultation with relevant stakeholders including Natural England and local planning authorities.				
10-21.162	Concern that the Project will result in a negative impact on the environment / countryside generally (generally - no location given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities)	X	X	X	

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		throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken,				

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		the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				
10-21.163	Suggest that areas other than the AONB should be protected / Criticism that only the AONB has been considered	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect National Landscapes. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for short sections near Fairstead and North Tilbury. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them elsewhere, are not considered to be justifiable in the			X	

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		context of national policy or National Grid's statutory duties, which include the need to be economic and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in ES Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out potential effects on landscape and visual receptors.				
10-21.164	Concern that the Project will impact conservation area (generally - no location given)	The potential for the Project to affect the setting and significance of Conservation Areas has been comprehensively assessed in accordance with established best practice and guidance such as Good Practice Advice Note 3: The Setting of Heritage Assets (Historic England, 2017) and other relevant policy and guidance such as Conservation Principles (Historic England, 2008) and relevant planning policies including the Overarching National Policy Statement for Energy (EN-1). The assessment methodology and its application have been discussed with and agreed by key heritage stakeholders, including Historic England and relevant local planning authorities, through the Scoping process and subsequent thematic working group meetings. This collaborative approach has ensured that the assessment is robust, proportionate, and in line with expectations. Each Conservation Area potentially affected by the Project has been individually assessed for both direct			X	

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		and indirect effects, including impacts arising from change to setting. These assessments are presented in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11), supported by detailed mapping and analysis in the Historic Environment Baseline Report (ES Appendix 11.1, document reference 6.11.A1). The methodology considers all relevant aspects of significance, including historical, architectural, and evidential values, as well as the contribution of setting to that significance. Where adverse effects on the setting of Conservation Areas have been identified, the Project has sought to reduce these through route refinement and design evolution. This includes, where appropriate, adjustments to pylon locations, alignment shifts, and the development of mitigation proposals in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). We are therefore confident that the assessment of impacts on Conservation Areas has been carried out to a high standard and that appropriate measures have been taken to mitigate any identified adverse effects.				
10-21.165	Concern about the impact of the Project on flooding (generally - no location given)	A detailed Flood Risk Assessment (FRA) has been prepared (document reference 7.9). The FRA assesses flood risk to the Project and the impacts that the Project's construction and operation would have on flood risk from a wide range of sources. The assessment has been informed by a wide range of data sets, including	X		X	

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		the January and March 2025 data from the Environment Agency, and by engaging with the Environment Agency and all of the relevant Lead Local Flood Authorities and Drainage Boards. The FRA (document reference 7.9) has identified a range of controls and mitigation measures to prevent flood risk impacts, which have been secured through a range of commitments set out in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The FRA (document reference 7.9) also describes the measures and strategy that would be put in place to manage surface water runoff arising from Project construction worksites and operational infrastructure.				
10-21.166	Concern about the impact of the Project on soils	The impact of the Project on soil resources and agricultural land is assessed in full in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES). Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2) provides details of the approach to soil handling which would be adopted during construction by the Main Works Contractor(s) (a requirement in the Development Consent Order (DCO) for compliance with the CoCP(s)) to protect and avoid damage to soil resources in line with the Department for Environment, Food and Rural Affairs (DEFRA) Code and other good practice guidance.		X	X	

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10-21.167	Criticism that the 2030 grid decarbonisation target is unachievable / realistic (e.g. so alternatives should be used for the Project instead)	In November 2024, the National Energy System Operator (NESO) published its independent analysis on how the Department of Energy Security and Net Zero can achieve its ambitious clean power goal. The report identifies the Project as critical to delivering a network which supports the clean power pathways, but at present has a delivery date after 2030. The report recognises support is needed to bring the Project forward for 2030 delivery. In April 2025, the government launched a consultation on proposed changes to National Policy Statement EN-1, EN-3 and EN-5 that ended on 29 May 2025. The consultation covers updates to all three NPSs for new energy infrastructure. The key changes consulted upon in the draft 2025 updates include alignment with Clean Power 2030 targets. Through these updates, the Government has strengthened the process for delivering major new infrastructure in England and Wales, reinforcing the government's ambition to deliver Clean Power by 2030 and net zero. The approach to alternatives at this stage of the project will be considered in line with Clean Power 2030.		X	X	
10-21.168	Suggest that permits are required for any works near a main river	Qualifying works near main rivers would be subject to a Flood Risk Activity Permit from the Environment Agency. These permits would be secured by the Main Works Contractor(s) post consent, as secured by commitment W01 within the Outline Code of Construction Practice (CoCP) (document reference 7.2).	X		X	

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10-21.169	Criticism that the Project fails to include Biodiversity Net Gain	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for development (subject to certain exemptions), however this requirement is not yet in force for development consented pursuant to a Development Consent Order (DCO). Current indications are that it will apply to DCO applications submitted from May 2026 however this is yet to be confirmed. However, National Grid has committed to deliver Net Gain of at least 10% for BNG on all construction projects including Norwich to Tilbury. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as avoiding and minimising our impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental and societal benefits. Off-site BNG will be delivered in strategic areas, and all options have been considered in the Biodiversity Net Gain Report (document reference 7.1).		X	X	
10-21.170	Criticism that National Grid is not meeting obligations under s.85 to 'conserve and enhance' National Landscapes and National Parks, as all official bodies must do in their decisions, as the Dedham Vale Society demonstrated in its successful case against the Secretary of State for Housing, Communities and Local Government	Section 245 (Protected Landscapes) of the Levelling-up and Regeneration Act 2023 (LURA) places a duty on 'relevant authorities', which in this context includes National Grid as a statutory undertaker, to seek to further the statutory purposes of protected landscapes (referred to as the 'seek to further' duty). In relation to National Landscapes (which includes the Dedham Vale National Landscape), this requirement has been			X	

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		incorporated into Section 85 of the Countryside and Rights of Way (CRoW) Act, which states: '*In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty*'. The approach National Grid is taking to meet the 'seek to further' duty in relation to the Project has been detailed in National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10). The document details how the National Landscape and 'seek to further' duty has been taken into consideration during Project development and highlights potential further measures. The overall approach has been, and continues to be, discussed with relevant stakeholders (which includes but is not limited to the Dedham Vale National Landscape and Stour Valley Partnership) and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes' (Defra, 2024). It is intended the finalised measures would be secured by an appropriate mechanism as part pursuant to the Development Consent Order (DCO) process. National Grid has committed to underground cables in areas of highest amenity value (including through and in the vicinity of the Dedham Vale National Landscape)				

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		which will further reduce the effects of the Project. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, including consideration of effects on nationally designated landscapes. The full assessment of the effects on the National Landscape can be found in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and supporting appendix (ES Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5).				
10-21.171	Concern the project crosses three Important Invertebrate Areas (IIAs): Little Ouse & Waveney Headwaters IIA, Essex Coast IIA and the Thames North Estuary IIA	The presence of terrestrial and aquatic invertebrates across the project has been considered and full desktop studies and field surveys at targeted locations were undertaken in 2024. The presence of Important Invertebrate Areas (IIA) have been identified. Survey results (including the presence of IIA's) have informed the design and impacts have been reduced where practicable. The results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and specifically in Appendices 8.4 and 8.5 (document reference 6.8.A4 - 6.8.A5) of the Environmental Statement (ES).			X	

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Financial Compensation						
10-21.172	Concern that the Project will devalue property / impact on property value (generally - no location given)	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	X	X	X	

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10-21.173	Request for adequate financial compensation for property value loss / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to		X	X	

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		be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
10-21.174	Request that National Grid purchase respondent's property / business (generally - no location given)	National Grid is not required to purchase any properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.			X	
10-21.175	Criticism that the proposed £250 off bills for 10 years - part of the "Plan for Change"- is not extended to residents who would be impacted outside of the red line boundary / Criticism that it does not compensate for property value loss	The £250 off bills for 10 years is a Government policy and forms part of their Plan for Change for clean power by 2030. Under powers in the government's upcoming Planning and Infrastructure Bill, households within 500 meters of new or upgraded electricity transmission infrastructure will get electricity bill discounts of up to £2,500 over 10 years. The policy is based on distance i.e. 500 meters, rather than the Project's red line boundary. If a property owner is concerned about the impact on their property, they should seek third party advice and/or contact the Project lands team to discuss: Norwich-			X	

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		Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
10-21.176	Criticism that despite stating in the Notice letter: '*The Notice also includes details of your right to claim compensation for any damage caused in the exercise of the rights*.' The letter received by the respondent does not contain any such detail nor any explanation of how damage is defined. The respondent requests that National Grid provides that this detail immediately including details of the level of compensation due including, payment terms / schedule and any rates that may apply	All notices that have been put on site, for the purpose of the Project, include contact details. Should a landowner or third party feel that they are owed compensation or would like to discuss how or when compensation is payable, they should contact the Projects Land team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Landowners can also refer to the National Grid Land Rights Strategy or the compensation code for further information.			X	
Health, Safety & Wellbeing						
10-21.177	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead	X	X	X	

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		line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by				

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		independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.				
10-21.178	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document			X	

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		reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and look to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid have followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				
10-21.179	Concern that the Project poses a safety risk to aircraft (including balloons) / Concern that the Project will impact airfields (generally - no location given)	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1. Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including two helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory, statutory consultation and targeted consultations including for ballooning and for model flying. As well as considering feedback, National Grid's		X	X	

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		aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-21.180	Concern about construction and maintenance of the Project for health and safety of workers / operatives	Any form of construction has built in risk associated with different activities. All National Grid contractors undertake risk assessments and follow safe systems of work as per the specific Method Statement regardless of		X	X	

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		technology type being constructed, which in turn will be independently reviewed and monitored by National Grid. This Risk Assessment and Method Statement (RAMS) will follow industry standard practice.				
10-21.181	Criticism that the current safety guidelines for electromagnetic fields (EMFs) exposure seems inadequate for protecting people from the hazardous effects the Project (e.g. recent information published in "*The International Journal of Occupational and Environmental medicine" cites a study made between 2014 and 2016 which concluded that he current safety guidelines for electromagnetic fields exposure seems to be not adequate for protecting people from the hazardous effects of the field*")	Electric and magnetic fields (EMFs) are produced wherever electricity is used, and there have been suggestions that exposure to these fields might be a cause of ill health. National Grid takes this issue very seriously and relies on authoritative and independent scientific organisations such as the World Health Organization (WHO) and UK Health Security Agency to review the worldwide body of scientific evidence on EMFs and health. The reviews take account of the body of scientific research and the quality of each publication to produce recommendations. We believe it is right that the decision on what is acceptable or not is made independently of industry. Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with EMF guidelines and policies is key to our approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When we design our overhead lines, substations and cables we do so to ensure they will not exceed those exposure limits, even when operating at 100%			X	

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		capacity, and we also ensure that the precautionary measures are also applied to the design where required. Demonstration of compliance with the Government EMF guidelines and policies will be submitted as part of the DCO application.				
10-21.182	Concern that the Project may cross or run parallel to electrified railways, resulting in a risk of inducing electrical energy into the electrified railway systems. Request that National Grid contact Network Rail to find out what distance from the railway the power cables can be installed to avoid induction. If this is not possible, then Network Rail may have to introduce additional arrangements to manage induced voltages	The Project team have engaged with Network Rail engineers on this matter and have conducted technical studies detailing the risks of inducing electrical energy on Network Rail equipment, this has been provided to Network Rail for review and comment. If any such interactions cross acceptable safety thresholds then National Grid shall undertake mitigation works as part of the Project, in the event of the studies detailing impacts beyond acceptable safety thresholds then necessary mitigation measures for Network Rail assets shall be allowed for in the protective provisions.	X		X	
10-21.183	Criticism that Section 5.6 of the PIER focuses almost entirely on the perceived short terms effects from construction and fails to address the real concerns of residents relating to the growing evidence on long term health effects from radiation	Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) includes an assessment of the potential impacts of the Project on health and wellbeing. The chapter makes reference to the Electric and Magnetic Field Compliance Report (document reference 7.8) which provides an assessment and conclusions of the compliance of EMFs produced by the Project with the requirements of NPS EN-5 (DESNZ, 2023b). Compliance with the relevant guidelines and practices in force in the UK ensures that there would be no significant health or environmental effects of EMFs.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Chapter 10: Health and Wellbeing of the ES (document reference 6.10) also specifically considers impacts on mental health and wellbeing arising from perceived impacts associated with EMFs.				
10-21.184	Concern that the Project presents increased biosecurity risks	During construction, good practice biosecurity measures will be in place, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Specific measures for biosecurity around Schedule 9 invasive plant species, are also included within the Outline Landscape and Ecological Management Plan (document reference 7.4).			X	
10-21.185	Concern that the Project will impact safety in the event that action is taken to abort an aerotow (list of factors influencing this provided by respondent) / Disagreement with National Grid's reasoning that there is a lack of documentary proof, as the respondent has faced these issues previously	In accordance with its responsibilities as an applicant as described within the Government's Overarching National Policy Statement for Energy (NPS EN-1) National Grid has appointed an independent aviation consultancy to develop a methodology to assess the potential impacts of the Project on aviation including airfields in close proximity. The assessment methodology enables risk-based site-specific assessment of a range of criteria, including but not limited to, lateral and vertical clearance margins, aircraft types, airfield operational activities and procedures (including those related to gliding), and the surrounding context. The approach is informed by Civil Aviation Authority (CAA) regulations and guidance as well as ongoing consultation with airfield owners and operators.			X	

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		Our aviation consultants have specifically considered potential impacts associated with aborted glider aerotows and assess them to be similar in practice to engine failure after take-off (EFATO) considerations. We are continuing to engage with aviation stakeholders, including the British Gliding Association (BGA), to discuss our assessment assumptions and findings. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-21.186	To ensure a high level of safety and reliability in operation, National Gas Transmission's assets are protected by a cathodic protection system. It is essential that buried steel pipework associated with the transmission and distribution of natural gas is designed, installed, commissioned and maintained to withstand the potentially harmful effects of corrosion and that the corrosion control systems employed are monitored to ensure continued effectiveness. Installations in the vicinity of National Gas Transmission's assets which may potentially interfere with the cathodic protection system must be assessed and approved by National Gas Transmission, and appropriate control measures must be put in place where required	Based on induced currents from the 400 kV overhead line, alternating current mitigation measures will need to be installed on the ferrous pipelines operated by National Gas Transmission across the Project. The scope and extent of such mitigation measures will depend on the Project's final design arrangements which will continue to evolve within the parameters of confirmed Limits of Deviation. Factors including crossing angle and clearance height, length of parallelism, site-specific soil. resistivity, etc, combine to define the requirement for mitigation. The mitigation itself is typically achieved by the installation, alongside the ferrous pipeline (in an area likely to have been previously disturbed during construction), of zinc strips. Consultation between National Grid and the relevant utility provider will confirm the requirement for installed	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		mitigation, based on the final Project design arrangements, which will be implemented by the relevant utility provider under their existing utility operation and maintenance provisions.				
10-21.187	Where National Grid intends to acquire land, extinguish rights, or interfere with any of National Gas Transmission's (NGT's) apparatus, NGT will require appropriate protection and further discussion on the impact to its apparatus and rights including adequate Protective Provisions. A Deed of Consent will also be required for any works proposed within the easement strip	National Grid and National Gas Transmission are collaborating on Protective Provisions which will detail an agreed position to National Gas Transmission's asset rights within the Order Limits.	X		X	
10-21.188	The following key considerations need to be taken into account by National Grid in relation to National Gas Transmission's (NGT's) high pressure gas pipeline: - NGT has a Deed of Grant of Easement for each pipeline, which prevents the erection of permanent / temporary buildings, or structures, change to existing ground levels, storage of materials etc. - Written permission is required before any works commence within the NGT easement strip. Furthermore a Deed of Consent will be required prior to commencement of works within NGT's easement strip subject to approval by NGT's plant protection team. - Any large installations which may result in a large	We note National Gas Transmission (NGT)'s Deed of Grant Easement. In some cases, we will need to build a haul road which alters the exiting ground level within the easement. For these and similar scenarios, we will agree and observe Protective Provisions with NGT. This is expected to form part of our Principal Contractor's standard ways of working. Details on the NGT stated requirement for a Deed of Consent will be addressed within an agreed set of Protective Provisions. We do not expect that any of our works will result in a large population increase in any location. We are engaged in ongoing consultation with NGT.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	population increase in the vicinity of a high pressure gas pipeline must comply with the Health and Safety Executive (HSE)'s Land Use Planning methodology, and the HSE response should be submitted to National Gas Transmission for review - All works in the vicinity of NGT's asset shall be subject to review and approval from NGT's plant protection team in advance of commencement of works on site					
10-21.189	National Grid need to ensure that National Gas Transmission's (NGT's) pipelines remain accessible during and after completion of the works	National Grid will ensure that National Gas Transmission (NGT)'s pipelines are always accessible and will work with NGT to coordinate Construction, Design and Management (CDM) working areas. If during construction a location is temporarily inaccessible, National Grid will liaise with NGT to restore access as soon as possible or provide alternative access.	X		X	
10-21.190	National Gas Transmission's (NGT's) pipelines are normally buried to a depth cover of 1.1 metres, however, actual depth and position must be confirmed on site by trial hole investigation under the supervision of a NGT representative. Ground cover above NGT pipelines should not be reduced or increased	National Grid notes this requirement, and should the Project obtain consent, further details would be worked up by the Contractor at the construction stage through further engagement. We expect that adherence will form part of our Contractor's standard ways of working. Furthermore, where a temporary construction feature, e.g. a haul road crossing, might temporarily change the cover depth, we are in consultation with National Gas Transmission (NGT)'s plant protection team and will develop and agree protective provisions.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-21.191	If any excavations are planned within 3 metres of National Gas Transmission (NGT's) High Pressure Pipeline or, within 10 metres of an Above Ground Installation (AGI), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must be established on site in the presence of a NGT representative. A safe working method agreed prior to any work taking place in order to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline	Such excavations are expected by our Project (in proximity to National Gas Transmission (NGT) easements) and National Grid notes this requirement. Should the Project obtain consent, further details would be worked up by the Contractor at the construction stage through further engagement. We expect that adherence will form part of our contractor's standard ways of working.	X		X	
10-21.192	In relation to traffic crossings within vicinity of National Gas Transmission's (NGT's) high pressure gas pipelines, National Grid need to take the following into consideration: - Where existing roads cannot be used, construction traffic should only cross the pipeline at agreed locations - Permanent road crossings will require a surface load calculation, and will require a deed of consent - The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. The third party shall review ground conditions, vehicle types and crossing frequencies to determine the type and construction of the raft required - The type of raft shall be agreed with NGT prior to installation - No protective measures including the installation of	National Grid is in consultation with National Gas Transmission (NGT) to manage and agree protective provisions for haul road crossings. No alterations to existing or any new permanent road crossings are anticipated. National Grid and our Contractors will develop and agree crossing protections with NGT as required by the protective provisions.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	concrete slab protection shall be installed over or near to the NGT pipeline without the prior permission of NGT - NGT will need to agree the material, the dimensions and method of installation of the proposed protective measure - The method of installation shall be confirmed through the submission of a formal written method statement from the contractor to NGT - An NGT representative shall monitor any works within close proximity to the pipeline to comply with NGT specification T/SP/SSW22					
10-21.193	In relation to New Asset Crossings within vicinity of National Gas Transmission's (NGT's) high pressure gas pipelines, National Grid need to take the following into consideration: - New assets (cables / pipelines etc) may cross the pipeline at perpendicular angle to the pipeline i.e. 90 degrees - The separation distance for a cable >33 kV is 1000 mm and pre- and post- energisation surveys may be required at NGT's discretion. A risk assessment / method statement will need to be provided to, and accepted by NGT prior to the deed of consent being agreed. Where a new asset is to cross over the pipeline, a clearance distance of 0.6 metres between the crown of the pipeline and underside of the service should be maintained. If this cannot be	National Grid understands that this feedback relates to underground cables crossing pipelines. We are not anticipating any 400kV underground cable crossings. We do however have several overhead line crossings which are not limited to 90º, these have been considered within the ongoing AC Interference studies.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	achieved the service shall cross below the pipeline with a clearance distance of 0.6 metres - A new service should not be laid parallel within an easement strip - Clearance must be at least 600 mm above or below the pipeline - An NGT representative shall approve and supervise any cable crossing of a pipeline - A Deed of Consent is required for any cable crossing the easement					
10-21.194	Where the promoter intends to acquire land, extinguish rights, or interfere with any of National Gas Transmission (NGT's) apparatus, protective provisions will be required in a form acceptable to it to be included within the Development Consent Order (DCO). NGT requests to be consulted at the earliest stages to ensure that the most appropriate protective provisions are included within the DCO application to safeguard the integrity of NGT apparatus and to remove the requirement for objection	Such interactions are captured within a draft Statement of Common Ground to be included within the DCO at submission. National Grid and National Gas Transmission are engaging in agreeing a set of Protective Provisions for Norwich to Tilbury.	X			
10-21.195	Adequate access to National Gas Transmission (NGT's) pipelines must be maintained at all times during construction and post construction to ensure the safe operation of our network	National Grid will ensure that NGT's pipelines are always accessible and will work with National Gas Transmission (NGT) to coordinate Construction, Design and Management (CDM) working areas. If during construction a location is temporarily inaccessible,	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid will liaise with NGT to restore access as soon as possible or provide alternative access.				
10-21.196	The respondent has many feeder mains located within or in proximity to the Order limits. Details of this infrastructure is as follows: - Feeder Main – FM05 – Yelverton to Stowmarket - Feeder Main – FM05 – Braintree to Horndon (the proposed 'Essex 10' change will expand the order limits and will impact more of Feeder Main 05 – Braintree to Horndon) - Feeder Main – FM05 – Roxwell to Abridge - Feeder Main – FM05 – Horndon to Tilbury Thames (N) - Feeder Main – FM18 – Stapleford Tawney to Tilbury Thames North - NGT Freehold – EX991889 - NGT Freehold – EX657488 - Cathodic Protection Groundbeds/TR - Ancillary apparatus The respondent has existing easements for these pipelines which provides rights for ongoing access and prevents the erection of permanent / temporary buildings/structures, change to existing ground levels or storage of materials etc within the easement strip. The respondent provides their guidance for working in proximity to their assets	The interactions detailed are noted by National Grid. National Grid is engaging with National Gas Transmissions plant protection team to detail the extent of the proposed interactions and agree mitigations where required to. Each of these interactions will be discussed within a draft Statement of Common Ground noting outstanding interactions to be resolved and the context or mitigations around those which are agreed.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Heritage						
10-21.197	Concern about archaeological impacts (generally - no location given)	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4) of the ES. Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).				
10-21.198	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site (generally - no location given)	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report of the ES (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
Information						
10-21.199	Information provided that National Grid should be aware of the Health and Safety Executive (HSE)'s guidance document HS(G) 47 "Avoiding Danger from Underground Services", and National Gas Transmission's (NGT's) Dial Before You Dig Specification for Safe Working in the Vicinity of NGT Assets. There will be additional requirements dictated by NGT's plant protection team	National Grid is aware of HS(G)47 and NGT's specifications and we expect that adherence will form part of our Principal Contractor's standard ways of working. Furthermore, we are in consultation with NGT's plant protection team and will develop and agree protective provisions.	X		X	
10-21.200	Gravesham Borough Council has approved planning permission for works in Kent, with a pre-commencement condition (7) for archaeology (Decision Notice provided by respondent)	National Grid notes this comment. An Outline Archaeology Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) has been prepared and submitted with the application for development consent. This document sets out the process, guiding principles and methods for the planning and implementation of additional archaeological mitigation works associated with the construction of the Project. The implementation of this document will be secured through a Requirement in the draft		X	X	

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		Development Consent Order (DCO) (document reference 3.1).				
10-21.201	Criticism National Grid have not provided respondents with information which they were promised including access to discussion and consultation meetings with statutory consultees, survey data, access dates and reasonings used to inform the proposed changed route	For each of the targeted consultations National Grid has developed an overview leaflet, which included information on why the changes were being considered, and Environmental Implication of Change (EIC) document. These were sent to properties within the bespoke consultation zone for the relevant change. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the targeted consultations was considered proportionate to the changes being consulted upon. All the information on our final proposed route has been made available as part of our application for Development Consent.			X	
Mitigation						
10-21.202	Suggest mitigation measures (generally - no location given)	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation and maintenance of the Project and recommends appropriate mitigation to reduce effects.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).				
10-21.203	Criticism of mitigation plans / measures (e.g. mitigation is not enough)	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation (and maintenance) of the Project and recommends appropriate mitigation to reduce effects. In line with the approach set out in Environmental Statement (ES) Chapter 5: EIA Approach and Method (document reference 6.5) and in accordance with National Policy Statement EN-1 and EN-5 (Department for Energy Security and Net Zero, 2024) the mitigation hierarchy has been applied during the iterative design process to, in the first instance, avoid creating adverse	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		effects, prevent, reduce and finally, where appropriate, offset adverse effects. Environmental appraisal has been an integral part of the Project design process since conception, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. National Grid has also embedded mitigation measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project. Embedded mitigation measures are those that are intrinsic to and built into the design of the Project. ES Chapter 4: Project Description (document reference 6.4) provides information on the key embedded mitigation measures included. Standard measures, comprising management activities and techniques, would be implemented throughout construction of the Project to limit effects through adherence to good site practices. These are included in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Each mitigation measure has been assigned a specific reference, and these are referenced in each environmental topic chapter (Chapters 6 to 16 (document references 6.6 - 6.16)). Additional mitigation comprises measures over and above embedded and standard mitigation measures to reduce environmental effects. This includes, but is not limited to, mitigation required for protected species.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Where applicable, additional mitigation measures are identified within Section 6 of each environmental topic chapter (Chapters 6 to 16 (document references 6.6 - 6.16)) within the ES (Volume 6 of the DCO application) and replicated in the Outline CoCP (document reference 7.2) which is secured through a Requirement in the draft DCO (document reference 3.1). Mitigation measures are also set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Public Rights of Way Management Plan (document reference 7.6), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).These management plans are secured through a requirement in the draft DCO (document reference 3.1). Although not a statutory requirement for Development Consent Order projects submitted to the Planning Inspectorate prior to May 2026, National Grid has committed to deliver 10% Biodiversity Net Gain (BNG) with wider environmental and societal benefits on all construction projects requiring formal planning or consent, including Norwich to Tilbury. Further information is provided in the Biodiversity Net Gain Report (document reference 7.1).				

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Needs Case						
10-21.204	Criticism of government green agenda / policy	The UK Government is committed to achieving clean electricity by 2030 as set out in the Clean Power 2030 Action Plan (DESNZ, 2024). Clean Power 2030 is considered key to accelerating and reaching net zero by 2050. This represents the latest Government policy and position on clean energy. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation.			X	
10-21.205	Criticism of needs case for the Project	National Grid has a statutory duty to facilitate new connections and maintain a safe National Electricity Transmission System (NETS). The Project would facilitate the connection agreements that are in place with two offshore wind farm projects and an interconnector project based on their connection into a new East Anglia Connection Node (EACN) substation. The Project would also reinforce the local transmission network which currently does not have the capacity needed to reliably and securely transport all the energy that is likely to be connected in the future – driven by the Government's plan to increase offshore wind from the current 8.5 GW to 50 GW by 2030 to meet the increased demand.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The needs case has been reviewed at each stage of the Project's development. The UK Government is committed to achieving clean electricity by 2030 as set out in the Clean Power 2030 Action Plan (DESNZ, 2024). In November 2024, National Energy System Operator (NESO) published its independent analysis on how the Government can achieve its ambitious clean power goal. The report identifies the Project as critical to delivering a network which supports the clean power pathways. The technical need for the Project is included in the Strategic Options Backcheck Review (document reference 7.17) and a statement on need in relation to policy is included in the Planning Statement (document reference 5.6), both documents have been submitted with the application for development consent.				
10-21.206	Oppose the Project as currently proposed (e.g. use of overhead lines and / or underground cables generally)	National Grid notes the respondent's feedback. Strategic alternatives for the Project, including underground cables and offshore cables, have been considered and are set out in the published Strategic Options Backcheck and Reviews (SOBR) published in 2023 and 2024 (available on the Project website) and the 2025 SOBR (document reference 7.17). This sets out the need case for the Project and the reasoning why an onshore solution (including a mix of overhead lines and underground cable) has been taken forward. National Grid has a statutory duty to facilitate new connections and maintain a safe National Electricity	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Transmission System (NETS). The Project would facilitate the connection agreements that are in place with two offshore wind farm projects and an interconnector project based on their connection into a new East Anglia Connection Node (EACN) substation. The Project would also reinforce the local transmission network which currently does not have the capacity needed to reliably and securely transport all the energy that is likely to be connected in the future – driven by the Government's plan to increase offshore wind from the current 8.5 GW to 50 GW by 2030 to meet the increased demand. This ambition has been emphasised in the National Energy System Operator's (NESO) Clean Power 2030 report published in November 2024. The needs case is reviewed at each stage of the Project's development and without a robust demonstrable need the Project would be revised or fall away. Currently, the contracted generation shows a clear need for the Project.				
Primary Access Routes / Haul Road / Construction Compounds						
10-21.207	Request the following detailed information is provided within the DCO submission; • Visibility splays within the DCO redline or public highway based on the road speed limit or surveyed speed data • Vehicle swept paths • Traffic Management	This information has been provided within the Development Consent Order (DCO) application.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	• Data on the relative use of the access (i.e. total vehicle movements, peak vehicle movements broke down by vehicle class) • A Stage 1 Road Safety Audit with designer's response • Road construction					
Project Finance / Costs						
10-21.208	Criticism of using financial compensation to go ahead with the Project / Criticism of National Grid for using compulsory purchase orders / Criticism that insufficient evidence has been provided by National Grid to justify using compulsory purchase orders	Compensation is available where prescribed by statute. Those directly affected by the Compulsory Acquisition or Temporary Possession Powers in the Order (i.e. the ordinarily landowners and those with other interests in the land required for the Project) would in principle be entitled to statutory compensation in accordance with the statutes known as 'the Compensation Code'. National Grid may have to rely on compulsory purchase powers as a last resort, if voluntary agreements for land rights cannot be reached with landowners. We will continue discussions with landowners and try to acquire land and rights over land through voluntary agreements with landowners. When submitting the Development Consent Order (DCO) application, National Grid will also apply for compulsory purchase powers. This would ensure that, if the DCO is granted, National			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Grid would be able to obtain all land rights needed to construct and subsequently operate the new electricity transmission assets in a reasonable timescale where voluntary acquisition of land or rights is ultimately unsuccessful.				
10-21.209	Criticism that too much weight has been given to keeping the cost of the Project low / Criticism that National Grid has gone with the cheapest option (e.g. initial costs) / Criticism that the project only benefits National Grid's bottom line / shareholders	National Grid notes the respondent's feedback. Cost is one of the factors that needs to be considered in making decisions on the Project as guided by our duties under the Electricity Act 1989. The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances. However, the Government is aware that overhead lines may not be appropriate in particularly sensitive areas. The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting). Its aim is to ensure that decisions regarding the project's design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid's statutory duties and obligations are selected as the preferred option or options. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed,	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. The consideration of cost within the decision-making process is therefore one of our statutory duties and is not something that we could make representation to the Office of Gas and Electricity Markets (Ofgem) to waive.				
10-21.210	Criticism of the costings provided by National Grid for the Project and alternative options / Criticism that the cost savings for alternative options (e.g. an integrated offshore ring main / use of High Voltage Direct Current (HVDC) underground cables) has not been considered / Criticism that there are cheaper alternatives to the Project that National Grid has not considered	National Grid notes the respondent's feedback. Construction costs are included in the overall estimated costs of each strategic option. This is set out in the 2025 Strategic Options Backcheck and Review (SOBR) document reference 7.17). This document takes account of any new cost or technology information, for instance along with any other changes in the planning and regulatory framework. Where the cost of more minor elements of each strategic option are unlikely to distinguish between options, these are not necessarily included. We will continue to engage with the government and our regulators regarding policy and costs for new infrastructure and will adjust our approach if necessary. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using direct current (DC) technology, and various onshore connection options including: increasing operational voltages on	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
10-21.211	Request for transparent costings for Project and alternative options / Criticism that transparent costings for the Project and alternative options have not been provided	National Grid notes the respondent's feedback. Construction costs are included in the overall estimated costs of each strategic option. This is set out in the 2025 Strategic Options Backcheck and Review (SOBR) document (document reference 7.17). This document takes account of any new cost or technology information, for instance along with any other changes in the planning and regulatory framework. Where the cost of more minor elements of each strategic option are unlikely to distinguish between options, these are not necessarily included. We will continue to engage with the government and our regulators regarding policy and costs for new infrastructure and will adjust our approach if necessary.	X	X	X	
10-21.212	Criticism that impact on property value / private loss has not been included in the costings provided for different options by National Grid for the consultation / Criticism that National Grid has not provided	Potential impact on property prices is not a material planning consideration for the purposes of a DCO application. Separate to this point, the Secretary of State has asked that the DCO application include an assessment of the likely significant environmental effects	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	analysis on the impact of the Project and alternatives on house prices	in the form of potential impacts on property prices. The ES contains an assessment on this. It concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project. Although not part of the Environmental Impact Assessment process it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met).				
10-21.213	Concern about the cost to the consumer for financing the Project / Request for information on the cost of Project for consumers	National Grid is funded by a price control mechanism which is agreed with and set by the Office of Gas and Electricity Markets (Ofgem). We pay up front the cost to build a new power transmission line. The cost is then gradually passed on to customers through their electricity bills over the next 40 years or so. The funding for these up-front costs comes from our shareholders and the institutions that lend us money. Across all our investments in our vital infrastructure, this amounts to many billions of pounds. They invest in us because they expect that we will make a sufficient profit to provide an appropriate return on their investment and eventually pay them back. This brings a major benefit to electricity bill payers as it allows the recovery of the cost of our investment to be spread out over many years, rather than having a spike in electricity bills when we build a large new transmission connection.			X	

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		In response to a request by Essex County Council on behalf of all host Local Planning Authorities, we agreed to fund an independent review of cost options. This review has been completed and can be found on the Project website.				
10-21.214	Criticism that impact of the Project (e.g. impact on the environment, impact on residents, impact on traffic, impact on tourism, impact on health/mental health, impact on businesses) has not been included in the costings provided for different options by National Grid for the consultation / Suggest that impact of the Project (e.g. impact on the environment, impact on residents, impact on traffic, impact on tourism, impact on health/mental health, impact on businesses) is included in the costings	National Grid notes the respondent's feedback. The 2025 Strategic Options Backcheck Review (SOBR) (document reference 7.17) sets out the methodology for the costings for the Project and the alternatives. Accurate costings for environmental impacts and mitigation cannot be included within the costings for any project, including alternatives until an environmental assessment including surveys has been undertaken. These are therefore not included in the costing comparisons between options. Costs for environmental impacts and mitigation would be covered by the Project should consent be granted.	X	X	X	
10-21.215	Criticism that too much money is being / has been spent on consultation	Public consultation is important to inform people of the proposals and to allow stakeholders an opportunity to provide feedback and influence the plans. After considering feedback received during previous consultations as well as the results of surveys and assessments, we proposed some possible changes to the proposals in early 2025. Before we made any final decisions, we wanted to give nearby residents and local communities the opportunity to provide feedback on the proposed changes.			X	

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		National has provided accurate and representative information on its proposals to provide local residents with accurate and representative information on our proposals. This included holding three sets of bookable sessions to view the updated 3D visualisation tool in locations where we were proposing to use lower height pylons. An updated 3D visualisation and our consultation documents were also available at our two public information events held to support our targeted consultation Thurrock 3 – proposed changes to connection at Tilbury. We also provided both digital and printed materials to allow people the choice of how to interact with the consultation.				
10-21.216	Concern about the cost of the Project (generally)	National Grid notes the respondent's feedback. National Grid is legally obliged (under our Transmission Owner Licence) to provide capacity at the dates formally agreed in contracts with energy generators (or customers). Furthermore, the National Energy System Operator (NESO) clearly states the need for Norwich to Tilbury to be accelerated for delivery in 2030 to avoid significant constraint costs. As a regulated business, we need to consider a range of factors to put forward the right solution and ensure good value for UK bill payers. We believe the current proposal provides this solution and is appropriate and consistent with Government policy.			X	

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10-21.217	Criticism that the Project fails to include socio-economic and natural capital inputs	The scope of the Environmental Impact Assessment (EIA) is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline and assessment. Chapter 15: Socio-economics, Recreation and Tourism assessment of the Environmental Statement (ES) (document reference 6.15) assesses the potential effects on local economy, local employment and tourism economy during construction. Although not a statutory requirement for Development Consent Order projects submitted to the Planning Inspectorate prior to May 2026, National Grid has committed to deliver 10% Biodiversity Net Gain (BNG) with wider environmental and societal benefits on all construction projects requiring formal planning or consent, including Norwich to Tilbury. Further information is provided in the Biodiversity Net Gain		X	X	

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		Report (document reference 7.1). This contributes to natural capital through enhancing ecological assets. The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				

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10-21.218	Criticism that cost of mitigation has not been included in the costings provided for different options by National Grid for the consultation (e.g. offshore)	For the statutory consultation, National Grid prepared indicative estimates of the capital costs involved in the options we considered. These indicative estimates were based on the high-level scope of works defined for each strategic option in respect of each technology option that is considered to be feasible, these were presented in the 2024 Strategic Options Backcheck and Review (SOBR) (available on the Project website) and updated in the 2025 Strategic Options Backcheck and Review (document reference 7.17). As these estimates were prepared before detailed design work had been carried out, we made equivalent assumptions for each option. This methodology ensured that all options for appraisal proposed were compared on a like for like basis			X	
10-21.219	Criticism that the cost of compensation and programme delays associated with crossing the DHGV site (that could be under construction and occupied by residents) have not been captured - 2022 response	In response to feedback the arrangements for access have been changed and the Project no longer crosses the phase 1 parts of the Dunton Hill Garden Village (DHGV) site. Infrastructure is proposed on the edge of the phase 2 /3 parts of DHGV but based on the timing advised to us there would not be any construction overlap with the Project works complete before work commenced on those parts of DHGV.			X	
Project History						
10-21.220	Concern about impact of the Project on future generations / Suggest that National Grid need to	In terms of the benefits to future generations, sustainability and the legacy of the Project, the need case refers to the British Energy Security Strategy which	X	X	X	

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	consider the sustainability / legacy of the Project for the future	sets targets for the connection of up to 50 GW of offshore wind by 2030 and is a key part of a strategy for secure, clean and affordable British energy for the long term. The key role of National Grid's transmission system is to connect where energy is generated to where it is needed. This means that more homes and businesses can be powered by renewable and sustainable energy sources to meet the needs of present and future generations. National Grid has undertaken an Environmental Impact Assessment for the Project. The results of this assessment are provided in the Environmental Statement (ES) (Volume 6) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.				
PRoW (Public Rights of Way)						
10-21.221	Concern about negative impact on PRoWs / footpaths / cycle paths / bridleways (generally - no location given)	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW.		X	X	

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		Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.				
10-21.222	Criticism that the PEIR fails to address the impact on footpaths, explain where these footpaths will be diverted, or what alternative routes will be provided	The Preliminary Environmental Information Report (PEIR) is a preliminary document and is now superseded by the Environmental Statement (ES). Chapter 15: Socio-economics, Recreation and Tourism assessment (document reference 6.15) and Chapter 16: Traffic and Transport (document reference 6.16) of the ES assesses the potential construction and operational effects on Public Rights of Way (PRoW). An Outline PRoW Management Plan (document reference 7.6) has been submitted as part of this Development Consent Order (DCO) application. This document sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project.		X		
Requests						
10-21.223	Request for further impact surveys in this section (generally - no location given)	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and	X		X	

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		results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the				

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		environment, including commitments to undertake further surveys.				
10-21.224	Request for further impact surveys	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that will be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.				
10-21.225	Request to host / be involved in mitigation measures	National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) throughout the development of the Project design and environmental assessment work (including aspects relating to appropriate mitigation measures and techniques). Environmental mitigation measures have been defined within each environmental topic chapter of the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation document reference 7.5). These management plans are	X		X	

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		secured through a Requirement in the draft DCO (document reference 3.1). Detailed management plans will be submitted to and approved by the relevant planning authority or other discharging authority as may be appropriate to the relevant plan concerned before works can commence.				
10-21.226	Request for further information / Question about the Project	National Grid notes the respondent's feedback. All information about the Project can be found on the Project website. We will keep the public updated throughout the Development Consent Order (DCO) process.	X	X	X	
10-21.227	Request that National Grid assess the implications of the Environment Agency new data following the release of the National Assessment of Flood and Coastal Erosion Risk in England 2024 (released in December), including confirming to the Environmental Agency that the assessment has been completed and whether any additional assessments or changes to the proposed development are considered necessary in light of the new data	The Flood Risk Assessment that has been prepared (document reference 7.9) has been informed by the new Environment Agency data releases and the Project design has been reviewed against the new datasets, with changes made to avoid areas at high risk of flooding where practicable. Where this has not been feasible, a range of control and mitigation measures are secured to prevent flood risk impacts. These are set out in the Outline Code of Construction Practice (CoCP) (document reference 7.2).			X	
10-21.228	Request full disclosure of all the changes being proposed, including those considered to be non-material	Following statutory consultation in 2024, all feedback was reviewed and requests made for amendments to the design identified. Each request was considered, alongside the findings of ongoing environmental and engineering studies.		X	X	

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		Through this process, many changes have been taken forward, which led to proposed amendments to the project design. The accepted changes range in type, scale, effect, and geographical location. Each change taken forward was reviewed to determine whether it would be appropriate to undertake further consultation on the change, either individually or collectively. This review was undertaken in accordance with statutory requirements including the relevant legislation and guidance set out in Section 50 of the Planning Act 2008 and associated guidance published in April 2024 titled 'Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects'. Paragraph 020 of the guidance is clear that where a proposed application is amended in the light of responses to consultation then, unless those amendments materially and substantially change the proposed application or materially changes its effects as a whole, the amendments themselves should not trigger a need for further consultation. The amendments can be reported as part of the consultation report submitted with the application. Proposed changes were discussed with the technical officers at the host local authorities in confidence ahead of submission, alongside our approach to targeted consultations. This Consultation Report reports where design changes have been made. The final proposed design including				

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		amendments made since the statutory consultation in 2024 are shown and described as appropriate in the Development Consent Order (DCO) application documents.				
10-21.229	Request that all locations that cross the SRN require an approval in principle and should enter a S169 licence	Where crossing protection (scaffolding and netting across the highway) is used to cross a public highway National Grid and our Contractors will engage the relevant highways authority and seek the appropriate licences and approvals for scaffolding protection as required.	X		X	
10-21.230	Request that landowners are informed of any rejected suggested changes so they can consider and respond accordingly to the new proposals	National Grid notes the respondent's feedback. All changes requested have been reviewed by the Project team and have either been taken forward in the design or not based on a balanced evaluation. Responses to changes requested in feedback are included in this report and the previous non-statutory consultation feedback reports published at statutory consultation and the 2023 non-statutory consultation. The publication of changes that have been rejected was not possible until the submission of the Development Consent Order (DCO) application, however landowners and any other stakeholder were encouraged to submit feedback on any aspect of the Project and this feedback was all taken into account when developing the final design.			X	
10-21.231	Request that existing wayleave payment is paid directly into respondent's account rather than via	The Project does not currently make any wayleave payments to landowners, and once at the agreement			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	cheque (wayleave reference provided by respondent)	stage would utilise easement agreements, which are one-off payment made by bank transfer. If a landowner has a query about a wayleave payment associated with an existing asset on their land, they should contact the National Grid grantors relations team: Phone: 0800 389 5113 Email: box.grantorrelations@nationalgrid.com				
10-21.232	Request that wayleave payment values are reviewed to be in-line with other providers	National Grid does not use wayleave agreements for new infrastructure and instead uses easement agreements. If a landowner would like to understand more about what agreements National Grid uses and how payments are made, then they should contact the Projects lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Or they should refer to the National Grid Land Rights Strategy which is available on the Project website.			X	
10-21.233	Request National Grid engages with and invests in Norfolk Fire & Rescue Service (NFRS) to help prepare crews for fires or rescues within high voltage electrical installations or around high voltage pylons,	Throughout National Grid's consultation process, we have engaged with the Essex, Suffolk, and Norfolk Fire services. We have considered any feedback that we received and would continue to consult with the Fire		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	this may include training exercises or equipment purchases (NFRS would be looking at developer funding for these items through a s106 agreement)	Services as we develop our proposals and would ensure that any construction is carried out in line with safety regulations should consent be granted for the Project. The request for community funding and schemes is not linked to our proposals for Norwich to Tilbury, all enquiries relating to funding are handled through National Grid's Community Grant Programme with Local Giving, who assess individual schemes for eligibility. S106 agreements are between developers and local authorities. Any requests by local authorities are considered.				
10-21.234	Request National Grid make contact with H&S site operators (list provided by respondent), to inform an assessment of whether or not the proposed development is vulnerable to a possible major accident	National Grid and our Contractors are aware of relevant Health and Safety best practice and requirements. Additionally, we have been engaging with known existing utility asset providers and/or vulnerable sites affected by or near the Project. This engagement and coordination will be required as the Project progresses to detailed design and construction to ensure all existing assets or sensitive sites are identified, assessed, protected or diverted as required.	X		X	
10-21.235	Request National Grid contact the pipeline operators (list provided by respondent) to confirm and to inform an assessment of whether the proposed development is vulnerable to a possible major accident from their pipelines. Due to: i) The pipeline operator may have a legal interest in developments in the vicinity of the pipeline. This may	National Grid and our Contractors are aware of relevant Health and Safety best practice and requirements. Additionally, we have been engaging with known existing utility asset providers and/or vulnerable sites affected by or near the Project. This engagement and coordination will be required as the Project progresses to detailed design and construction to ensure all existing	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	restrict developments within a certain proximity of the pipeline. ii) The standards to which the pipeline is designed and operated may restrict major traffic routes within a certain proximity of the pipeline. Consequently, there may be a need for the operator to modify the pipeline or its operation if the development proceeds. iii) To establish the necessary measures required to alter/upgrade the pipeline to appropriate standards	assets or sensitive sites are identified, assessed, protected or diverted as required.				
10-21.236	Request if any of the Categories of Substances or Named Hazardous Substances set out in Schedule 1 of The Planning (Hazardous Substances) Regulations 2015 are present on, over or under the land at or above the controlled quantities (there is an "addition rule" in Part 4 of Schedule 1 for below-threshold substances) then a hazardous substances consent is required	The Main Works Contractor will adhere to all Health and Safety Executive (HSE) requirements in relation to hazardous substance. Potentially hazardous materials used or encountered during construction (e.g., paints, solvents, sealants, fuel etc) would be safely and securely stored including use of secondary containment where appropriate (to avoid contaminating other material and waste streams). National Grid would adopt good construction and management practices to ensure waste is minimised as far as possible and that the storage, transport and eventual disposal of any waste have limited environmental effects. The management and collection of waste arisings would be carried out under the requirements of the UK waste regulatory regime. The Main Works Contractor(s) would produce a Site Waste Management Plan (SWMP) prior to construction (an Outline SWMP is provided as Appendix B to the Outline Code of Construction Practice (CoCP)	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference 7.2)). The Outline SWMP (document reference 7.2) provides a framework to reduce the generation of waste in the first place and appropriate measures to reuse and recycle materials where practicable. The SWMP would identify appropriate waste facilities to dispose of materials.				
10-21.237	Suggest consideration of risk assessments arising from the development's vulnerability to major accidents, in line with Advice Note 11 Annex on the Planning Inspectorate's website - Annex G – The Health and Safety Executive as per the Regulation 5(4) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017	National Grid notes the respondent's feedback. The Environmental Impact Assessment (EIA) regulations require the environmental assessment to identify, describe and assess major accidents and / or disasters. All potential effects were scoped out from further assessment, as there are no likely significant effects (as described in the EIA Scoping Report (document reference 6.19)) A standalone major accident and / or disasters chapter is therefore not included within the ES (Volume 6 of the Development Consent Order (DCO) application). Where appropriate, relevant environmental aspects have identified the likely risks to the Project in relation to potential areas of vulnerability. For example, any flood risk concerns are considered within Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (ES) (document reference 6.12) and are addressed as part of the Flood Risk Assessment (document reference 7.9).	X		X	
10-21.238	Request that no construction should begin until National Grids own DCO is approved, even if individual DOCs are approved	National Grid notes the respondent's feedback. No construction work has started on Norwich to Tilbury, the only work being completed prior to our Development			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Consent Order (DCO) application and possible consent is survey work to inform the design and the Environmental Impact Assessment (EIA).				
10-21.239	Concern about the number of trips that will travel to/ from Kent via the Dartford Crossing, during peak hours / Request that predicted AM and PM peak hour flows at the A282 to/from Kent are provided to determine whether there would be any significant impact during the four years of construction	Regarding the Dartford Crossing, analysis conducted by the Project to date suggests that the main source of materials would be from the north / northwest of the study area and that the transport of these materials would not involve use of the Dartford Crossing. The impact of the construction traffic along the Strategic Road Network has been assessed in the Transport Assessment (document reference 7.11). The Dartford Crossing has not been identified as a potential route to access the construction Site Access Points.		X	X	
Technology / Operations						
10-21.240	Comment supportive of use of underground cables (generally)	National Grid notes the respondent's feedback.	X	X	X	
10-21.241	Concern about ongoing maintenance for the Project (e.g. disruption / cost)	National Grid has thousands of kilometers of overhead lines, underground cable and supporting infrastructure such as Cable Sealing End (CSE) compounds. We have well established and standardised practices to undertake maintenance works on these assets. By the implementation and adherence to such practices, cost and time efficiencies across the network have been identified and maximised where possible.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The typical lifespan of an overhead line and the underground cable elements of a project would be approximately 40 years, depending on use and location. Maintenance inspections of overhead line routes are typically undertaken on an annual basis by ground based operatives walking through the route identifying and recording any faults or defects. In addition a helicopter or small aircraft/drone equipped with a high definition camera is used to monitor their condition on a regular basis. Additionally, thermal images are taken which capture high-definition imagery of high resistance joints or defects on each pylon. To supplement the aerial photography and inspections, routine ground level walking inspections are also undertaken. The CSE compounds would contain equipment that can be accessed remotely to monitor the condition of the underground cabling.				
10-21.242	Concern that overhead lines are vulnerable to malicious activities (e.g. terrorism / warfare / sabotage)	Each pylon on the National Grid Transmission System is risk assessed in relation to vulnerability of unauthorised access. To reduce unauthorised access/sabotage from the ground as far as practicable, we install anti-climb measures such as barb-wiring to the bases of pylons in order to prevent access by members of the public. Clear signage is installed warning of the dangers of high voltages and regular inspections are undertaken	X		X	

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		depending on the level of vulnerability. However, the possibility of interference remains as pylons are typically situated in isolated locations where constant surveillance is impractical. We also undertake regular inspections of the overhead line using thermal imaging to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.				
10-21.243	Concern that overhead lines are vulnerable to weather events	National Grid's 400 kV overhead lines are designed to remain robust and operational in the worst weather conditions in the UK. Although overhead lines are more susceptible to disruption from lightning and high winds, they are also comparatively easy and cost-effective to repair and maintain compared to underground cables. The majority of the existing National Grid transmission network is constructed from overhead lines, these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. At this stage no known changes are required for a new overhead line Project. Unforeseen events of sufficient severity to cause damage to infrastructure are very rare in the UK but do	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		occur. Overhead lines could be subject to adverse weather conditions such as high wind speeds and lightning strikes. In the unlikely event an overhead line was to be damaged, a network wide monitoring system would detect the fault almost immediately and the circuit would be tripped, and the live current stopped. At the point of repairing any damage, overhead lines are comparatively easier and more cost-effective to repair and maintain than alternative transmission technology. We also undertake regular ground based inspections of the overhead line and utilise helicopters and drones equipment with high definition and thermal imaging cameras to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.				
10-21.244	Criticism of wind power / Criticism of providing infrastructure that facilitates the use of wind power	Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation. The use of energy storage solutions to manage variation/ unpredictability in generation and demand will increase as Great Britain becomes more reliable on renewables in the future, replacing the flexibility provided by fossil fuel generation. In their Smart Systems and			X	

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		Flexibility Plan 2021, Department for Business, Energy and Industrial Strategy (now known as the Department for Energy Security and Net Zero) and the Office of Gas and Electricity Markets propose that by 2030 and beyond energy storage solutions will be deployed in 'optimal locations and at all scales'. The Plan states that storage will provide significant flexibility (approximately 13 GW) and address challenges associated with low carbon system, including maintaining energy security and integrating and maximizing the use of the Government's plan for 40 GW (target increased to 50 GW in April 2022) of offshore wind by 2030 and other low carbon generation. The Government's Energy White Paper (EWP) states that '*renewables now account for over one third of electricity generation, up from 7% in 2010*'. To meet the predicted doubling in electricity demand by 2050 and the Government's 2050 Net Zero target, the EWP, whilst not planning for a specific technology solution predicts that '*a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar'* but also complementing intermittent renewables with technologies including nuclear. The Project is currently proposed to fulfil connection offers for two offshore wind farms, North Falls and Five Estuaries which will contribute to the Government's 50 GW target. The advantages of offshore wind farms compared to onshore are that they are considered more efficient (with higher wind speeds and consistency in				

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		direction) and are further away from local populations. Assessment and mitigation of impacts relating to offshore wind farms on the seabed would be addressed as part of any Environmental Impact Assessment) carried out by the developer.				
10-21.245	Criticism of use of overhead lines	National Grid has developed the project in line with the relevant planning policy which is set out in the National Policy Statement EN-5 for Electricity Networks Infrastructure. At paragraph 2.9.20 this policy sets out the strong starting presumption for the use of overhead lines for electricity network developments, a presumption which is reversed in nationally designated landscapes and certain other circumstances as set out at paragraph 2.9.23 and in EN-1 regarding the setting of National landscapes. National Grid has therefore developed the Project in a manner consistent with the relevant policy.		X	X	
10-21.246	Criticism that pylons / overhead lines are an outdated / inefficient technology	The respondent's view is noted, however National Grid must work within the confines of the relevant policy which is the current National Policy Statement (NPS) EN-5, this policy makes clear that '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments would cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*'.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The majority of the existing National Grid transmission network is constructed from pylons and overhead lines, these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.				
10-21.247	Criticism of the Holford Rules (e.g. not sufficient / outdated)	National Grid disagrees that the Holford Rules are outdated as these are referenced within the policy framework which is relevant to the Project. They have and continue to be tested through a range of transmission reinforcement projects and feature in the 2023 National Policy Statement (NPS) EN-5 which was designated in January 2024. We would note that application of the Holford Rules typically involves balancing alternative solutions which can present conflicting Holford compliance. A summary of the Holford Rules is provided within Appendix I22 of this report. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, which are also informed by feedback. Further details on the proposed routeing and siting of the Project can be found in the Design Development Reports from 2023 and 2024 (available on the Project's website) and the 2025 Design Development Report (document reference 5.15) submitted as part of the Development Consent Order (DCO) application.			X	
10-21.248	Criticism that overhead lines are noisy in operation / Concern about noise impacts from overhead lines / Concern about vibration from overhead lines	National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental	X	X	X	

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		Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects from the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Operational noise from overhead lines is scoped out of the ES (document reference Volume 6 Environmental Statement), in accordance with the Scoping Opinion (document reference 6.20), on the basis that a low noise conductor system is proposed. However, information on noise from overhead lines is provided in ES Appendix 14.5: Operational Noise from Overhead Lines (Informative) (document reference 6.14.A5), which shows that overhead line noise screens out from further assessment at the first tier. The proposed overhead line conductor design is a relatively quiet conductor that National Grid uses for overhead lines operating at 400 kV. The proposed 'triple Araucaria' design ensures that the electrical stresses on the conductors/wires remain as low as practicable. Pylon fittings, such as insulators, dampers, spacers, and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and wind-induced noise to occur. Operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions.				

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10-21.249	Suggest the Project uses TS Conductors (e.g. to allow for the tripling of capacity and halving the line loss on existing pylons)	National Grid is monitoring how this technology develops in the future, but for the moment it is not a deployable technology that could be considered for any current projects. Superconductor technology remains in its infancy and has only been trialled in a limited number of circumstances globally. The technology is not at a level of development maturity where it can provide the capacity, voltage level or distance required for this Project.	X		X	
10-21.250	Criticism that the use of AC cabling is an outdated / inefficient technology	National Grid have considered numerous different options including High Voltage Direct Current (HVDC) underground cables. HVDC would require large converter stations which would be impactful on the local ecology. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). HVDC is not normally used across land as converting AC to DC and back again would require converter	X		X	

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		stations so it can be used in the rest of transmission network and the distribution network which is currently AC. These converter stations are a significant size and would be required at every interface with the wider AC network.				
10-21.251	Suggest the Project uses 'cable ploughing' to bury cables quicker and cause less damage to the environment	The maximum voltage for underground cables that can be laid using cable ploughing is 132 kV, and the underground cable size required for this Project is 400 kV, National Grid will continue to monitor advances in technology innovations and exact methodologies may vary within the limits of the Development Consent Order (DCO). We are not proposing to utilise this method for installation of underground cables from Norwich to Tilbury at present.			X	
Tourism						
10-21.252	Concern about impact of the Project on tourism (generally - no location given)	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the	X		X	

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		Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
Visual Impact						
10-21.253	Concern about cumulative visual impact of the Project alongside existing overhead lines / concern about wirescape (generally - no location given)	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Networks to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA), has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) sets out potential landscape			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in Chapter 13. The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects Assessment (document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.				
10-21.254	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSECs and substations) / Concern that the Project will cause a negative impact on views (generally - no location given)	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and	X	X	X	

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		in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual				

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		amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
10-21.255	Request innovative design and approach to the external appearance of the pylons and converter stations so that they fit in with the existing character of the landscape - in line with EN-1	National Grid has sought to develop a well-designed Project which responds positively to environmental constraints and comments from key stakeholders and the public. National Grid's design limitations are rooted in legal, safety, technical, cost effectiveness and policy frameworks (including NPS EN-1). While there is some room for minor aesthetic considerations, the overarching priority is the safe, secure and efficient delivery of infrastructure which significantly limits opportunities for design innovation especially in standard, non-protected locations. Details regarding the Project design (including the design principles and design evolution) are set out in the Design Development Report (document reference 5.15), Design and Access Statement (document reference 7.15) and Design Approach for Site Specific Infrastructure (document reference 7.16).		X	X	
Wildlife / Ecology Impact						

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10-21.252	Concern about impact of the Project on tourism (generally - no location given)	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	X		X	
10-21.253	Concern about cumulative visual impact of the Project alongside existing overhead lines / concern about wirescape (generally - no location given)	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Networks to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with			X	

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		underground cable to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA), has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in Chapter 13. The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects Assessment (document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.				
10-21.254	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSECs and substations) / Concern that the Project will cause a	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	negative impact on views (generally - no location given)	sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of				

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		installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
10-21.255	Request innovative design and approach to the external appearance of the pylons and converter stations so that they fit in with the existing character of the landscape - in line with EN-1	National Grid has sought to develop a well-designed Project which responds positively to environmental constraints and comments from key stakeholders and the public. National Grid's design limitations are rooted in legal, safety, technical, cost effectiveness and policy frameworks (including NPS EN-1). While there is some room for minor aesthetic considerations, the overarching priority is the safe, secure and efficient delivery of infrastructure which significantly limits opportunities for		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		design innovation especially in standard, non-protected locations. Details regarding the Project design (including the design principles and design evolution) are set out in the Design Development Report (document reference 5.15), Design and Access Statement (document reference 7.15) and Design Approach for Site Specific Infrastructure (document reference 7.16).				
10-21.256	Concern about impact of the Project on flightpaths for birds (generally - no location given)	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed.			X	
10-21.257	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4). accompanying the Development Consent Order (DCO) application.				
10-21.258	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
10-21.259	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
10-21.260	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid have committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		we will consider all offsite options that are available to us.				
10-21.261	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		techniques have been secured, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.				
10-21.262	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-21.263	Concern that the Project will impact trees covered by Tree Preservation Orders / Tree Protection Orders (generally - no location given)	The Project has carefully considered the impact on trees covered by Tree Preservation Orders (TPOs). The Environmental Statement Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) provides details of the TPOs impacted by the scheme together with Schedule 14: Trees Subject to TPOs of the draft Development Consent Order. Arboricultural mitigation measures including trees with TPOs are set out within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). The Arboricultural Clerk of Works will monitor works conducted by a suitably qualified and experienced arborist to trees / within proximity to all retained trees, including trees under Tree Preservation Orders and veteran trees, to ensure relevant control measures are in place to protect retained trees. National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The Project will prioritise the replanting for individual trees and small groups of individual trees within the Order Limits, offsite provision may however be required. Details of the onsite tree planting will be provided in accordance with the final LEMP or the Reinstatement Planting Plan secured in the draft DCO (document reference 3.1).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-21.264	Suggest target for Biodiversity Net Gain for the Project	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for development (subject to certain exemptions), however this requirement is not yet in force for development consented pursuant to a Development Consent Order (DCO). Current indications are that it will apply to DCO applications submitted from May 2026 however this is yet to be confirmed. National Grid has committed to deliver Net Gain of at least 10% for BNG on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as avoiding and minimising our impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental and societal benefits. Off-site BNG will be delivered in strategic areas, and all options have been considered in the Biodiversity Net Gain Report (document reference 7.1).		X	X	

South Norfolk

South Norfolk feedback (Targeted Consultation)

Table 10-22 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural land						
10-22.1	Concern that the Project would take away valuable agricultural land / disrupt farming operations	Agricultural land during the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and would continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impacts on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Airfields						
10-22.2	Concern about the impact of the Project on Tibenham Airfield / Suggestion that the Project is routed away from Tibenham Airfield	National Grid has appointed an independent aviation consultancy which has engaged with Tibenham Airfield (with National Grid also present) to inform their impact assessment. Following consultation with the operators, it has been assessed that, with the Project as currently proposed, operations (including gliding) can continue at the airfield. We are continuing to engage with the operator to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	X	X	X	
10-22.3	Concern about the impact of the Project on Old Buckenham Airfield / Suggestion that the Project is routed away from Old Buckenham Airfield	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Old Buckenham Airfield and Priory Farm Airfield. As a Civil Aviation Authority (CAA) licensed airfield it has a defined safeguarding area within which all proposed developments within 13 nautical miles (24 km) and above 15 metres in height are subject to consultation with the airfield. Following discussion and further assessment it has been determined that the airfield can			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		continue to operate based on the Project design as per the proposed alignment. The overhead line will not breach the obstacle clearance surface limits required under its CAA aerodrome licence nor have any other operational impacts on the airfield. We will continue to engage with nearby airfields and associated stakeholders – such as the CAA and the Ministry of Defence, as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-22.4	Concern about the impact of the Project on Priory Farm Airfield / Suggestion that the Project is routed away from Priory Farm Airfield	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Priory Farm Airfield. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We are continuing to engage with the operator to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-22.5	Concern about the impact of the Project on Norfolk Gliding Club (also known as Tibenham Gliding Club)	National Grid has appointed an independent aviation consultancy which has engaged with Tibenham Airfield (also known as Norfolk Gliding Club, with National Grid also present) to inform their impact assessment. Following consultation with the operator it is assessed that, with the Project as currently proposed, operations (including gliding) can continue at the airfield. We are continuing to engage with the operator to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	X		X	
10-22.6	Concern about impact of the Project on Tacolneston Model Aircraft Flying Club / South Norfolk Model Flying Club / Suggest that the Project is routed away from Tacolneston Model Aircraft Flying Club / South Norfolk Model Flying Club	National Grid has considered this feedback in combination with feedback from residential property occupants and feedback about positioning pylons to field boundaries where possible. National Grid has appointed an independent aviation consultancy who has tried to engage with South Norfolk Model Air Flying Club and the British Model Flying Association but have received no official response. Following further assessment, it has been determined that the club can continue to operate based on the proposed Project design which, in response to this and other feedback, has moved the proposed overhead line further to the west between			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		RG28 and RG39. This move increases separation from within the field to the overhead line to exceed the 150 metres away from residential, recreational, commercial and industrial sites as per the Civil Aviation Authorities (CAA) Drone and Model Aircraft Code (CAP2320). National Grid will continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-22.7	Criticism that Air Navigation Order (ANO) 2016 have not been considered	National Grid recognises that the Air Navigation Order (ANO) 2016 (as amended) provides the legislative basis for civil aviation and safety regulation, and this context is recognised within the approach to the assessment of potential impacts to aviation from the Project, as well as within consideration of appropriate mitigations. We do not anticipate that the potential impact of the Project would result in non-compliance with the ANO. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-22.8	The Civil Aviation Authority (CAA) CAP 738 ("Safeguarding of Aerodromes") have not been considered	The Overarching National Policy Statement (NPS) EN-1, together with the NPS EN-5 are the primary determining policies for the Project. NPS EN-1 recognises aviation safeguarding systems and refers to Civil Aviation Authority (CAA) regulations and guidance for licensed and unlicensed aerodromes, as well as the responsibilities of aerodrome operators therein; in accordance, National Grid has ensured its approach appropriately considers aerodrome licensing and safeguarding requirements and parameters, including as described within Civil Aviation Publication (CAP) 168 (Licensing of Aerodromes), CAP 738 (Safeguarding of Aerodromes) and CAP 793 (Safe Operating Practices at Unlicensed Aerodromes). This is notwithstanding that CAP 738 is advisory for non-licensed aerodromes, such as those potentially affected by the Project. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	
10-22.9	Concern about the impacts on Tibenham Airfield due to the new overhead lines and the impact of pylons RG45 - RG65 on the runway 26 which would have impacts on various clubs which use the site	National Grid has appointed an independent aviation consultancy which has engaged with Tibenham Airfield (also known as Norfolk Gliding Club, with National Grid also present) to inform their impact assessment. Following consultation with the operator it is assessed that, with the alignment operations (including gliding) can continue at the airfield.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We are continuing to engage with the operator to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-22.10	Criticism that the project will be in conflict with the National Planning Policy Framework in relation to the Tibenham Airfield which is a designated National Significant Area for Sport	Whilst the National Policy Statements (NPS) represent the primary planning policies for projects of this nature, National Grid acknowledges that account may be taken of the provisions of the National Planning Policy Framework (NPPF), including its recognition of the importance of maintaining a national network of General Aviation airfields, and their social and economic value. With regards to Tibenham aerodrome specifically, it is assessed that, with the Project as currently proposed, operations (including its gliding activities, relating to its Significant Area for Sport (SASP) designation) can continue. In view of these conclusions, no effects are anticipated in relation to the aerodrome's designated status. We are continuing to engage with the operator to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-22.11	Criticism that National Grid have not considered that the Civil Aviation Authority (CAA) state that Norfolk Gliding Club holds authority on safety with regard to obstacles, along with stating the proposed route represents an unacceptable increased safety risk to the operations at Tibenham Airfield / Criticism National Grid have not utilised experience and local knowledge from Norfolk Gliding Club	The Overarching National Policy Statement for Energy (EN-1), together with the National Policy Statement for Electricity Networks Infrastructure (EN-5) are the primary determining policies for the Project. EN-1 recognises the responsibility of aerodrome operators for safeguarding. In accordance with EN-1, National Grid's approach has involved consulting with and considering the feedback of the operators at Tibenham aerodrome, as well as relevant aviation stakeholders including the Civil Aviation Authority's (CAA's) Airfield Advisory Team. Moreover, National Grid's approach appropriately considers aerodrome licensing and safeguarding requirements and parameters, including as described within the CAA's CAP 168 (Licensing of Aerodromes), CAP 738 (Safeguarding of Aerodromes) and CAP 793 (Safe Operating Practices at Unlicensed Aerodromes) publications. We are continuing to engage with the operator to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-22.12	Criticism that the advice provided to National Grid regarding the impact of the Project on Tibenham Airfield does not recognise the full nature and complexity of the aviation activities at the airfield and will impact safety of aircraft using the east/west runway	National Grid has appointed an independent aviation consultancy who have developed an assessment methodology to enable site-specific impact assessment for aerodromes potentially impacted by the Project. This bespoke appraisal considers a range of factors including (but not limited to) aircraft types, performance, flight paths and operational procedures at each aerodrome (determined from published information, and via consultation with operators and relevant aviation stakeholders) as well as runway length, orientation and distance from the overhead line, and the surrounding context in terms of topography, existing obstacles and neighbouring aerodromes. In relation to Tibenham Airfield, it is assessed that overhead line overflight clearance margins for straight ahead take-offs (including for aerotows) and glider or powered aircraft approaches are adequate and that current circuits can continue to be used. Engagement with the operator is ongoing to confirm the acceptability of the Project and support their consideration of reasonable changes to operational procedures. We are also continuing to engage with other aviation stakeholders, including the British Gliding Association (BGA), to discuss our assessment assumptions and findings. Further information on the assessment of airfields can be found in the Environmental Statement	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-22.13	Suggest that the Project should be located at least 3.7 km (assuming a 40:1 glide ratio) or 4.6 km (assuming a 50:1 glide ratio) to the west of runway 08 at Norfolk Gliding Club (NGC) so that gliders can cross the Project at about 300 ft above ground level (200 ft plus 100 ft) to allow a degree of safety	National Grid has appointed an independent aviation consultancy which has engaged with Tibenham Airfield (with National Grid also present) to inform their impact assessment. Following consultation with the operators, it is assessed that, with the Project as currently proposed, operations (including gliding) can continue at the airfield. Overhead line overflight clearance margins for straight ahead take-offs (including for aerotows) and glider or powered aircraft approaches are assessed as adequate, and current circuits can continue to be used. We will continue to engage with the operators and relevant aviation third party stakeholders, including the British Gliding Association (BGA), to review the assessment methodology and outcomes and support the operator's consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	
10-22.14	Criticism that National Grid's advisor's comments that un-licensed airfields attract less planning	The Overarching National Policy Statement for Energy (EN-1), together with the National Policy Statement for			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	protection than a licensed airfield do not align with CAP 793 Safe Operating Principles for Unlicensed Airfields	Electricity Networks Infrastructure (EN-5) are the primary determining planning polices for the Project. EN-1 recognises aviation safeguarding systems and refers to CAA regulations and guidance for licensed and unlicensed aerodromes, as well as the responsibilities of aerodrome operators therein; in accordance, we have ensured our approach appropriately considers aerodrome licensing and safeguarding requirements and parameters, as well as planning considerations, including as described within CAP 168 (Licensing of Aerodromes), CAP 738 (Safeguarding of Aerodromes) and CAP 793 (Safe Operating Practices at Unlicensed Aerodromes). Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-22.15	Concern over National Grid suggestions that at Tibenham Airfield glider tow aircraft had the performance to climb clear of the proposed powerline infrastructure, as the performance of both glider tow aircraft and gliders, are variable and based on many factors including meteorological conditions such as wind vectors, air temperature and air pressure, gross weight of tow aircraft including pilot and of course the glider and pilot which is being towed. Furthermore, concern gliders returning to	National Grid's Aviation Impact Assessment methodology has been developed to enable site-specific impact assessments for aerodromes potentially impacted by the Project. The methodology entails a bespoke appraisal, appropriate to each aerodrome, that considers a range of factors in addition to the height and location of the proposed overhead line alignment, including: runway length and orientation in relation to the overhead line; aircraft types, performance, flight paths and operational procedures (determined from published	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Tibenham will face challenges in clearing the proposed line for a variety of reasons. Energy management height, speed and range from Tibenham are of course variable and will be impacted by other factors. This has the potential to stop competition flying at Tibenham completely.	information, as well as via consultation with operators and relevant aviation stakeholders); and the surrounding context in terms of topography, existing obstacles (including other overhead lines) and neighbouring aerodromes. It is recognised that other variables exist, which will be assessed by the operator and pilots as part of their operating practices. With regards to gliding-specific considerations, feedback from the operator and the British Gliding Association (BGA) has been considered, as well as account taken of current BGA guidance, including in relation to competition requirements. BGA engagement has also focused on the need for the development of guidance on an objective or standardised means of assessing potential gliding impacts in relation to obstacles (especially during take-off and approaches, and for competitions). We continue to engage with the operator and the BGA to review the assessment methodology and outcomes and support the operator's consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-22.16	Concern the routing of the 55 m high pylons 1.77 km to the west of Tibenham Airfield could impact the Norfolk Gliding Clubs ability to operate safely and would affect their ability to launch in certain weather conditions, reduce capacity and financial resilience. This could threaten the survival of the club to train pilots and host competitions	National Grid has appointed an independent aviation consultancy which has engaged with Tibenham Airfield (with National Grid also present) to inform their impact assessment. Following consultation with the operators, it is assessed that, with the Project as currently proposed, operations (including gliding) can continue at the airfield. Overhead line overflight clearance margins for straight ahead take-offs (including for aerotows) and glider or powered aircraft approaches are assessed as adequate, and current circuits can continue to be used. In view of these conclusions, no effects are anticipated in relation Norfolk Gliding Club's operational capacity and associated business. We are continuing to engage with the operator to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	X		X	
Community / Social Impact						
10-22.17	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project receives Development Consent, the Project team would continue to engage with people potentially affected during construction through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which would remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
10-22.18	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations that are important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on sports clubs, recreational land and recreational routes located within the Order Limits. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-22.19	Concern about over development of area / other works in the area (e.g. cumulative impact)	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The cumulative effects assessment has considered the effects of the Project in conjunction with other developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. The cumulative assessment has been undertaken in accordance with the overarching National Policy Statement (NPS) for Energy (EN-1) Paragraph 4.1.5 in EN-1 states: '*In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy'.* Paragraph 4.2.12 in EN-1 states: '*The cumulative impacts of multiple developments with residual impacts should also be considered.'* Paragraph 4.3.3 in EN-1 states:			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		'The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects'. Paragraph 4.3.19 of EN-1 states: *'The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place'.* Paragraph 4.4.5 in EN-1 states: '*The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate'.* The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in Appendix 17.2: Long List and Short List of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		presented in Chapter 17: Cumulative Effects (document reference 6.17). The detailed assessment of shortlisted other developments is presented in Appendix 17.3: Inter-Project Cumulative Effects Assessment (document reference 6.17.A3). Appendix 17.3 outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-Economics, recreation and tourism impacts).				
10-22.20	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.				
10-22.21	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) identifies any measures considered to be necessary to reduce likely significant effects which would also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.			X	
10-22.22	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*." Although			X	

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		horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.				
10-22.23	Criticism of surveys undertaken for the Project in this Section	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.				
10-22.24	Concern about the impact of the Project on water supply	Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3) is included to support Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) which provides an assessment of the potential effects on groundwater from the Project and includes impacts on groundwater receptors such as water supplies (both with regard to quantity and quality), as required.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Where the Project constitutes overhead lines, interaction with underlying aquifers would be limited. Any piling activities e.g., for pylon foundations, would be undertaken in accordance with good practice, and informed by Project Ground Investigation data. Where the Project constitutes underground cable, further to the above a hydrogeological risk assessments would be undertaken. These measures are described in the Outline Code of Construction Practice (CoCP) (document reference 7.2) and would be secured through the Development Consent Order (DCO), if granted.				
10-22.25	Criticism that National Grid have not considered residential amenity including at Bressingham and Roydon, as National Grid did not provide impact mapping as part of any of their consultations or mitigation planning on impacted residential amenity, despite promising to do so	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The approach to the LVIA follows professional guidance as set out in Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1)) and considers impacts on visual amenity of people living and moving around communities. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). Consideration of changes in views experienced from private residencies within 200m of the Project overhead line alignment (including at Bressingham and Roydon) has also been undertaken in a Residential Visual Amenity Assessment (RVAA) as set out in Appendix 13.4: Residential Visual Amenity Assessment (document reference 6.13.A4). This assessment has been informed			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		by the approach detailed in Landscape Institute Technical Guidance Note 2/19 Residential Visual Amenity Assessment (RVAA).				
10-22.26	Concern about the impact of the Project on residents and businesses in South Norfolk due to disruption to planning activities that will be faced for years whilst the Project is constructed	The Socio-economics, Recreation and Tourism assessment of the Environmental Statement (ES) (document reference 6.15) assesses the potential construction and operational effect on access to community facilities, built and other assets, recreational land and recreational routes within the Order Limits. Mitigation measures are set out in Outline Code of Construction Practice (CoCP) (document reference 7.2), Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and Outline Public Rights of Way Management Plan (document reference 7.6) to mitigate potential adverse effects on businesses, recreation and tourism assets. An assessment of effects on visual receptors during construction and operation (including residents in local communities) is provided in ES Chapter 13: Landscape and Visual (document reference 6.13) and Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3).			X	
Construction Impacts						
10-22.27	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations			X	

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		2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).				
10-22.28	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts.				
10-22.29	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The dust-emitting activities				

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		can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2). The Outline CoCP (document reference 7.2) sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				
10-22.30	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for			X	

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		AIL movements and is developing these through engagement with the relevant stakeholders including the Local Highway Authorities and National Highways. An AIL routing strategy containing details about these movements are submitted in support of the Development Consent Order (DCO) application.				
10-22.31	Concern about vibrations from construction	An assessment of construction vibration is presented in Environmental Statement (ES) Chapter 14 - Noise and Vibration (document reference 6.14). The assessment considers both the potential impact upon people within buildings (i.e. disturbance), and potential damage to buildings and structures. The assessment considers relatively worst-case construction methodologies and does not take account of potential mitigation. This is so that potential 'hot-spots' can be identified where there is the potential for significant adverse effects, without mitigation. The construction vibration assessment has identified 74 locations where there is potential disturbance to people within buildings from construction vibration. Of these, 72 relate to potential vibratory compaction activities which would be expected to be for a relatively short duration (i.e. less than day). The remaining two relate to potential piling activities for pylon foundation construction. With regards to potential damage to buildings and structures, the assessment highlights locations where there is a potential non-zero risk of damage. 14 locations			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		have been identified, all of which relate to potential vibratory compaction activities. In all cases, significant adverse effects, or potential structural damage, can be avoided with the use of best practicable means (BPM). This may include alternative methods, such as non-percussive/vibratory techniques. Additionally, prior to undertaking works, the Main Works Contractor(s) would conduct a detailed construction vibration assessment based on their specific methodologies and determine specific mitigation measures, where applicable.				
Consultation						
10-22.32	Comment supportive of engagement that has taken place / respondent feels listened to	National Grid notes the respondent's feedback.			X	
10-22.33	Comment supportive of the Project in this section	National Grid notes the respondent's feedback.			X	
10-22.34	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	X		X	
10-22.35	Request for further information on why the Waveney Valley Alternative was withdrawn (e.g. meeting minutes) / Request for National Grid to justify their decision not to proceed with the Waveney Valley Alternative (the underground option)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley and on the matter of withdrawing the underground cable alternative raised in the respondent's feedback. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WALOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WALOR project, the				

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		effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
10-22.36	Criticism that National Grid have stated that following the existing route between Ipswich and Norwich is impossible for 'technical reasons' but National Grid have not clarified what these 'technical reasons' are and how they can be overcome	This information was set out in the Corridor and Preliminary Routeing and Siting Study published in 2022 and has also been backchecked in the subsequent 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15) submitted as part of the Development Consent Order (DCO) application. In summary, these note a number of locations where there is insufficient space for the routeing of two overhead lines between the various homes, environmental features and other constraints. Additionally, elsewhere			X	

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		the presence of homes, environmental features and other constraints require the new overhead line route to cross from one side to the other of the existing route in order to pass without unacceptable effects. Whilst this is technically possible the number of such crossings and the need for system outages to safely complete them cannot be accommodated within the operational parameters. National Grid continues with the view therefore that close paralleling is not an achievable solution for the Project.				
Design Change (CR)						
10-22.37	Oppose the use of underground cables	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the statutory consultation and targeted consultations and landowner consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that *'the government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments would cross part of a nationally designated landscape* '. The NPS also			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project has incorporated suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data. We have undertaken an Environmental Impact Assessment (EIA) which includes a baseline of the existing environment as well as site specific information and survey data.				
10-22.38	Suggest a minimum distance that the Project should be sited from residential areas / residences	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Appendix I22 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, and targeted consultations, we have modified the alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties or other receptors. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of the Environmental Impact Assessment (EIA). The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) This assesses the impact of the Project and identifies the need for additional mitigation if required.				
10-22.39	Suggest that existing overhead lines in this section should be removed	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.		X	X	
10-22.40	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of the combination of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with NPS EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.				
10-22.41	Suggest that the existing overhead lines in this section are reinforced / upgraded instead	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations would be required to accommodate the changing demands on the network.				
10-22.42	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line would be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		an assessment on both landscape character and visual amenity. The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-22.43	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally,				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		underground cable is proposed at Fairstead for a 400 kV overhead line crossing.				
10-22.44	Concern that the Project will impact electrically sensitive facility	National Grid has noted the concerns and performed an assessment of potential impacts on the facility. The proposed overhead line is located at a distance where the maximum Electric and Magnetic Fields (EMFs) produced will be below the background EMFs typically produced by an electrical supply. Given the distance and maximum exposures, the alignment presents no hazard to the facilities' operations, and no change is proposed at this location.			X	
10-22.45	Suggest National Grid consider the original proposed route to the west of roydon, the "Blue Corridor" (e.g., to mitigate impacts on health and welbeing of residents) / Criticism that National Grid have not justified why this route was moved	National Grid has considered a variety of route options in this general area encompassing alternative routes to the east of Diss, further to the west of the alignment and then south over farmland along with other alternatives as well as a variety of localised amendments. The basis for selection of the route is as out in the 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15). also setting out the decision making that leads to the Project progressing on the basis of overhead line. In the absence of new information or the identification of other factors, no change in response to this feedback is proposed. The Project is however progressing in a manner that avoids the construction effects that are of concern due to us not utilising underground cable.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-22.46	Suggest that the Project is re-routed between pylons RG27 to RG35 as per (plan provided by respondent and change request submitted by Fisher German) mitigating the impact to landowners and farmers farming and using machinery on the land. The new position of the pylons in the valley reduces the height of the pylons from 47 m to 34 m in some areas mitigating visibility in the local area	National Grid notes the respondent's feedback. The suggested route would take the alignment across the edge of Hapton Common County Wildlife Site, would move the alignment closer to properties at Fundenhall and would also take the alignment closer to South Norfolk Model Flying Club reintroducing potential interactions. We are therefore not proposing a further change to the alignment between RG27 and RG35. We have positioned pylons as close to field boundaries as possible to reduce impacts to agricultural operations where technically feasible whilst ensuring constructability of the Project.			X	
10-22.47	Criticism that National Grid have re-routed the Project further away from Gislingham (e.g. through Suffolk 2), yet pylons RG79 to RG87 are located less than 200 metres from residential properties / Request for National Grid to clarify why the pylons near Gislingham have now been re-located at least 200 metres away from residential properties, but no action is being taken for Roydon and Bresingham	National Grid notes the respondent's feedback. The alignment around Gislingham was not amended due to proximity to residential properties. The alignment was amended following the statutory consultation following feedback and further survey work. The alignment proposed at targeted consultation is preferred due to avoiding impacts on veteran trees as well as reducing visual effects on residential properties to the east of Gislingham without transferring or increasing effects, making the alignment considerably longer or reducing construction feasibility. Alternatives around the area of Diss including around Roydon and Bressingham are not preferred as set out in the 2023, 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 5.15). We are therefore not proposing a change to the alignment at Roydon and Bressingham.				
10-22.48	Suggest that at Roydon, the Project is re-routed west approximately 200 m south of the Project as currently proposed (e.g. to prevent interference with businesses and reduce impact on the environment)	National Grid notes the respondent's feedback. Moving the alignment west and south at Roydon would introduce greater impacts to wetland habitats as well as potential impacts to Wortham Ling Site of Special Scientific Interest (SSSI). The proposed change would also have a greater impact on the Waveney and Little Ouse Recovery (WaLOR) project. Alternatives around the area of Diss including around Roydon are not preferred as set out in the 2023, 2024 Design Development Reports (available on the Project website) and 2025 Design Development Report (document reference 5.15). We are therefore not proposing a change to the alignment at Roydon and Bressingham. Chapter 15: Socio-economics, Recreation and Tourism assessment of the ES (document reference 6.15) assess the potential effect on access to businesses within the Local Study Area (Order Limits), and businesses where visual impact is likely to be an economic consideration within the 3 km Study Area. The proposed mitigations are set out in the Outline Code of Construction Practice (CoCP) (document reference 7.2) and submitted along with the Development Consent Order (DCO) application.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-22.49	Criticism that National Grid have not proceeded with the blue route, despite there being no observable activity on the wellness centre this year, having only been occupied a few days of the year and consisting of two tents and a shed, and routing the Project through the cabbage field would not impact businesses	The wellness centre is one of several factors that guided National Grid's decision making but in isolation was not determinative. Even if the wellness centre was not in place, other effects on the original route, including greater loss of woodland and greater effects on the Grade I Listed St Mary's Church, Wortham, would remain and still mean the graduated swathe as presented at the 2022 non-statutory consultation is less preferred.			X	
10-22.50	Request the project uses underground cables under the River Waveney	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WALOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WALOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
10-22.51	Request pylons RG18 to RG30 are underground to reduce the impact on the Flordon Common, the Norfolk Valley Fens and Registered Parks and Gardens (e.g. Rainthorpe Hall) (see map 2 within the Committee Papers (June 2024))	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at RG18 to RG30 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-22.52	Request pylons RG43 to RG48 are underground to reduce the impact on Ancient Woodland, Bunwell Wood (see map 3 within the Committee Papers (June 2024))	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting*		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at RG43 to RG48 would meet the thresholds established by				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-22.53	Request pylons RG50 to RG60 are underground to reduce the impact on Tibenham Airfield, a Historic Site (see map 3 within the Committee Papers (June 2024))	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))* '. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at RG50 to RG60 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-22.54	Request underground cables are used in Diss and the Waveney Valley	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects, existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WALOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WALOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
10-22.55	Request pylons RG19 to RG23 are moved north by north-west by 600 m to mitigate the impact on respondent's farm	National Grid has considered the respondent's feedback and has assessed multiple alternative alignments to the north of Flordon Hall. Alternatives to the north would impact more woodland and would also increase the impact on a proposed solar farm development, alternatives would also be longer and require additional angle pylons and would be therefore less consistent with the Holford Rules (these can be found in Appendix I22 of this report). We are therefore not proposing a change to the alignment in this location. Further information on alternative routes can be found in the 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15). We have undertaken an			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Environmental Impact Assessment (EIA) which has assessed the impact of the Project, including heritage impacts, and recommended mitigation where required.				
10-22.56	Concern over impact of pylons RG21 and RG22 due to their potential impact on water supplies to 5 residential properties through bore hole pipes from Flordon Hall, as the suppliy would be cut by haulage roads and work compounds. Request further information on what will happen to the water quality when the aquafer runs from under the construction areas to the bore	National Grid and their contractors will work with the respondent to identify and take precautions to protect and avoid damage to existing underground infrastructure during construction. Where this is unavoidable, temporary measures or compensation will be agreed. Additionally National Grid are applying for Limits of Deviation. Therefore upon further pre-construction surveys and detailed liaison with the affected landowner if pylon RG21 or pylon RG22 are clashing with the existing underground assets they can be moved along the alignment accordingly to avoid such assets.			X	
10-22.57	Suggest that National Grid minimise haul road watercourse crossings wherever possible (in reference to Section 12.8.11 of the PEIR)	The Project design has sought to reduce the number of haul road crossings of watercourses through the selection of haul road alignments and by using existing crossings (with upgrades as necessary) where possible. Where new crossings are necessary, a range of commitments to the design of the crossings have been made to reduce the effects on watercourse flow regimes, hydromorphology, water quality and impacts on flood risk local to the crossing sites. These commitments are described in the Outline Code of Construction Practice (document reference 7.2).	X		X	
10-22.58	Request to discuss some watercourse crossings on a case-by-case basis, as the Watercourse Crossing	We acknowledge the Water Management Alliance's request to discuss individual water course crossings.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Schedule is developed, in particular watercourses designated by Internal Drainage Boards as 'arterial watercourses' with an Internal Drainage District (in reference to Section 12.8.14-15 of the PEIR)	General design parameters for the crossings of watercourses that are Internal Drainage Board arterial watercourses have been discussed and agreed with the Water Management Alliance and we will continue to discuss specifics as we progress the Development Consent Order (DCO) and through the ongoing preparation of the Statement of Common Grounds				
10-22.59	Suggestion that the Project is routed away from / the Project should not be located at a specific location (e.g. a house / farm / postcode)	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report, published as part of the Development Consent Order (DCO) application.			X	
10-22.60	Suggestion that the Project is routed away from / the Project should not be located at Diss	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Diss. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Diss.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-22.61	Suggestion that the Project is routed away from / the Project should not be located at Bressingham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Bressingham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Bressingham.			X	
10-22.62	Suggestion that the Project is routed away from / the Project should not be located at Roydon	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roydon. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Roydon.			X	
10-22.63	Suggestion that the Project is routed away from / the Project should not be located at Bunwell	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		from Bunwell. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Bunwell.				
10-22.64	Suggestion that the Project is routed away from / the Project should not be located at Tacolneston	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Tacolneston. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Tacolneston.			X	
10-22.65	Suggestion that the Project is routed away from / the Project should not be located at Wortham Ling	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Wortham Ling. In the absence of a specific basis for the change or a proposed alternative alignment, we	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Wortham Ling.				
10-22.66	Suggestion that the Project is routed away from / the Project should not be located at Roydon Fen	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roydon Fen. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Roydon Fen.			X	
10-22.67	Suggestion that the Project is routed away from / the Project should not be located at Tas Valley	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Tas Valley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Guidelines on overhead line routing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at the Tas Valley.				
10-22.68	Suggestion that the Project is routed away from / the Project should not be located at The Waveney Valley	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Waveney Valley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at the Waveney Valley.			X	
10-22.69	Suggestion that the Project is routed away from / the Project should not be located at Bunwell Hill	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Bunwell Hill. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		"Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Bunwell Hill.				
Economic / Employment impact						
10-22.70	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.			X	
Environmental impact						

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10-22.71	Concern that the Project will impact Sites of Special Scientific Interest (SSSIs)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). The Project avoids all direct impacts on SSSIs, with no long-term negative impacts anticipated on any SSSIs as a result of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. National Grid will continue to engage with Natural England.	X	X	X	
10-22.72	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied wherever practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. Appendix B: Ancient Woodland and Veteran Tree Strategy is included as part of the Outline Landscape and Ecological Management Plan (LEMP)		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference 7.4). The Outline LEMP (document reference 7.4) has been developed in consultation with relevant stakeholders including Natural England and local planning authorities.				
10-22.73	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as local wildlife sites (LWS), Royal Society for the Protection of Birds (RSPB) reserves and Special Protection Area (SPA's). Whist there are no impacts on RSPB reserves, potential direct and indirect impacts on LWS's and SPA's within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). SPA's and the associated impact on birds has also been considered within the Habitats Regulations Assessment Report (HRA) (document reference 5.3).			X	
10-22.74	Concern that the Project will result in a negative impact on the environment / countryside generally (no details given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and		X	X	

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		relevant local planning authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction				

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		projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				
10-22.75	Suggest that areas other than the AONB should be protected / Criticism that only the AONB has been considered	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect National Landscapes. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for short sections near Fairstead and North Tilbury The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them			X	

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		elsewhere, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economic and efficient A Landscape and Visual Impact Assessment (LVIA), presented in ES Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out potential effects on landscape and visual receptors.				
10-22.76	Concern that the Project will impact conservation area	The potential for the Project to affect the setting and significance of Conservation Areas has been comprehensively assessed in accordance with established best practice and guidance such as Good Practice Advice Note 3: The Setting of Heritage Assets (Historic England, 2017) and other relevant policy and guidance such as Conservation Principles (Historic England, 2008) and relevant planning policies including the Overarching National Policy Statement for Energy (EN-1). The assessment methodology and its application have been discussed with and agreed by key heritage stakeholders, including Historic England and relevant local planning authorities, through the Scoping process and subsequent thematic working group meetings. This collaborative approach has ensured that the assessment is robust, proportionate, and in line with expectations.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Each Conservation Area potentially affected by the Project has been individually assessed for both direct and indirect effects, including impacts arising from change to setting. These assessments are presented in Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11), supported by detailed mapping and analysis in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The methodology considers all relevant aspects of significance, including historical, architectural, and evidential values, as well as the contribution of setting to that significance. Where adverse effects on the setting of Conservation Areas have been identified, the Project has sought to reduce these through route refinement and design evolution. This includes, where appropriate, adjustments to pylon locations, alignment shifts, and the development of mitigation proposals in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). We are therefore confident that the assessment of impacts on Conservation Areas has been carried out to a high standard and that appropriate measures have been taken to mitigate any identified adverse effects.				
10-22.77	Concern about the impact of the Project on flooding	A detailed Flood Risk Assessment (FRA) has been prepared (document reference 7.9). The FRA assesses flood risk to the Project and the impacts that the Project's construction and operation would have on flood	X	X	X	

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		risk from a wide range of sources. The assessment has been informed by a wide range of data sets, including the January and March 2025 data from the Environment Agency, and by engaging with the Environment Agency and all of the relevant Lead Local Flood Authorities and Drainage Boards. The FRA (document reference 7.9) has identified a range of controls and mitigation measures to prevent flood risk impacts, which have been secured through a range of commitments set out in the Outline Code of Construction Practice (document reference 7.2). The FRA (document reference 7.9) also describes the measures and strategy that would be put in place to manage surface water runoff arising from Project construction worksites and operational infrastructure.				
10-22.78	Suggest that the Project shows consideration for important peat soils where it crosses the river waveney through the WaLOR project area	Detailed peat surveys were undertaken where the Project crosses the Waveney Valley which confirmed the presence of organic-rich (peaty) soils. The results are presented in full in Appendix 6.1: Agricultural Land Classification (ALC) Report (document reference 6.6.A1) and the impacts of the project on organic-rich soils are assessed in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES).			X	
10-22.79	Suggest that National Grid require Land Drainage Consent, including but not limited to: - Byelaw 3: Discharge of water to a watercourse	Any works with the potential to affect the floodplain or flow regime of a main river would be subject to consent under the Environmental Permitting (England and Wales) Regulations 2016. Powers to undertake works with potential to impede land drainage or the flow regime	X		X	

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	- Section 23: Land Drainage Act 1991 / Byelaw 4: Alteration of a watercourse - Byelaw 10: Works within 9 meters of an arterial watercourse - Byelaw 6: Diversion of flows	of any ordinary watercourse would be within the draft DCO (document reference 3.1), following agreement of protective provisions with the land drainage authorities.				
Financial compensation						
10-22.80	Concern that the Project will devalue property / impact on property value in this section / Concern that the project will impact on being able to sell property	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.			X	

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		Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
10-22.81	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new			X	

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		infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
10-22.82	Request that National Grid purchase respondent's property / business	National Grid is not required to purchase any properties or businesses as part of the Project. National Grid compensates landowners in line with the compensation code and any other relevant legislation.			X	
Health, Safety & Wellbeing						
10-22.83	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement				

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		(NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.				
10-22.84	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and look to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of			X	

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		industry, and National Grid have followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				
10-22.85	Concern that the Project poses a safety risk to aircraft (including balloons) in the area / Concern that the Project will impact airfields in this area	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1. Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including two helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory, statutory consultation and targeted consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little			X	

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		Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).				
Heritage						
10-22.86	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).				
10-22.87	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the	X	X	X	

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		Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). In some areas archaeological trial trench evaluation has been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques. and to take their views into account during Project development.				

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Mitigation						
10-22.88	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation (and maintenance) of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).		X	X	
PROW (Public Right of Way)						
10-22.89	Concern about negative impact on Public Rights of Way (PROW) / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.				
Requests						
10-22.90	Request for further impact surveys in this section	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.				
Tourism						
10-22.91	Concern about impact of the Project on tourism	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation),			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
Visual impact						
10-22.92	Concern that the Project will be unsightly / visually intrusive (including overhead lines, Cable Sealing End Compounds (CSE compounds) and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable. The proposed East Anglia Connection Node (EACN) substation is required to connect customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessment on both landscape character and visual amenity. Landscape mitigation is proposed within Environmental Areas around substations and CSE compounds. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
Waveney Valley Alternative						
10-22.93	Criticism that National Grid are not proceeding with the Waveney Valley Alternative (the underground option) / Suggest the Waveney Valley Alternative (the underground option)	National Grid has considered the justification for the use of underground cable for the crossing of the Waveney Valley. The starting presumption in National Policy Statement (NPS) EN-5 paragraph 2.9.20 in a location such as the Waveney Valley which, although valued is not designated, is that overhead line is the appropriate 400 kV connection technology. We have also considered whether the effects from the overhead line are at a level that engages other parts of NPS EN-5 (such as paragraph 2.9.23) to prompt consideration of whether the benefits of undergrounding outweigh any extra economic, social or environmental impacts. At the Waveney we conclude that the benefits from a change to underground cable, do not justify the additional cost that would be incurred. The use of underground cable would lead to a lowering of effects on the setting of the Grade I Listed St Remegius Church, albeit the effects of progressing with an overhead line are assessed as less than substantial harm and don't themselves require a change in technology. In terms of community effects,	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		existing trees would provide some screening and filtering of views of an overhead line for those in residential areas and on recreational routes. A change from overhead line to underground cable would reduce these community effects but bring disbenefits, most notably increased ecological effects from installation within peaty soils and increased technical risk to cable integrity from the WaLOR channel naturalisation and landscape recovery plans. Conversely there may be compromise to the WaLOR project by measures to ensure cable integrity. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concludes that whilst effects from overhead lines to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the potential for compromise to the WaLOR project, the effects on peaty soils which would arise with an underground cable design nor justify the expected cost of an underground cable design. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. Prior to making this decision we had considered whether requests to relocate the Cable Sealing End (CSE) compounds and extend the cable both to the north and the south may alter the decision making balance. Such extensions would bring benefits to various residential receptors but with the additional cost of longer length of cables. We conclude that given the absence of any designated status pertinent to NPS EN-5, and the extent				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to which some views from residential areas are filtered and screened and lower the level of adverse effects from the overhead line, we do not consider the additional cost associated with extending the underground cable would be justified.				
10-22.94	Request for the Waveney Valley Alternative to be included in Targeted Consultation (e.g. including the areas of Roydon Fen and Wortham Ling SSSI) / Criticism that the Waveney Valley Alternative has not been included in the Targeted Consultation (e.g. despite the area immediately adjacent to Palgrave and Mellis having a consultation referenced Suffolk 1)	National Grid held targeted consultations in areas where we needed further information or feedback on proposed changes. We were not proposing any changes to the overhead line route consulted presented at our statutory consultation in summer 2024. We carefully considered the feedback we received from the public, stakeholders and the findings of our ground investigations and environmental surveys in the area. Based on this, we decided to take forward an overhead line.	X	X	X	
Wildlife / Ecology impact						
10-22.95	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2025 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment Report (HRA) (document reference 5.3) and agreed with Natural England. Survey results have			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		identified no areas of significant bird collision risk across the Project. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4) accompanying the Development Consent Order (DCO) application.				
10-22.96	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2025 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
10-22.97	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2025 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
10-22.98	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: 'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.' Beehives can become charged if directly under an overhead line because of the electric field it produces. For existing overhead lines, this can be eliminated by screening or earthing the hive, but for new overhead lines, embedded design measures and careful routeing would avoid any potential effects. There does not seem to be evidence of EMFs adversely affecting bees directly. In the United States of America, the strip of land along power lines has been shown to be particularly attractive to bees, with these areas being utilised by commercial bee farms. Additionally, National Grid has worked with the British Beekeeping Association to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		establish hives around our sites, including high voltage substations, which have thrived.				
10-22.99	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes protected plants, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(which is not yet in force and not expected until May 2026). National Grid have committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
10-22.100	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-22.101	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2025 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% Biodiversity Net Gain (BNG) with environmental and societal benefits. The Net		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
10-22.102	Suggest ecological enhancements as part of the Project	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-22.103	Concern that the Project will impact trees covered by Tree Preservation Orders / Tree Protection Orders	The Project has carefully considered the impact on trees covered by Tree Preservation Orders (TPOs). The Environmental Statement Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) provides details of the TPOs impacted by the scheme together with Schedule 14: Trees Subject to TPOs of the draft Development Consent Order. Arboricultural mitigation measures including trees with TPOs are set out within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). The Arboricultural Clerk of Works will monitor works conducted by a suitably qualified and experienced arborist to trees / within proximity to all retained trees, including trees under Tree Preservation Orders and veteran trees, to ensure relevant control measures are in place to protect retained trees. National Grid has committed to a 3:1 replacement for individual trees and individuals trees within small groups. The Project will prioritise the replanting for individual trees and small groups of individual trees within the Order Limits, offsite provision may however be required. Details of the onsite tree planting will be provided in accordance with the final LEMP or the Reinstatement Planting Plan secured in the draft DCO (document reference 3.1).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-22.104	Criticism of the term 'previously cleared woodland' when the this is not the case	National Grid notes the respondent's feedback. The area of woodland referred to as 'previously cleared' is the area proposed for the haul road. The area of woodland was previously cleared a number of years ago and has since been left to regenerate and is therefore a section of woodland of lesser value than others in this area. The haul road in this area has been narrowed to reduce the amount of area required, with the purpose of avoiding impacts to the more established trees to the edge of the woodland. We are also proposing to use trackway through this woodland in order to reduce impacts on tree roots where possible.	X		X	
10-22.105	Criticism that veteran oak trees will be destroyed by the project despite the fact the new alignment will miss some the oak trees	Appendix B: Ancient Woodland and Veteran Tree Strategy of the Outline Landscape and Ecology Management Plan (LEMP) (document reference 7.4) has been submitted with the application. This document details the measures that will be implemented to avoid, minimise, mitigate and compensate the ancient and/or veteran features likely to be impacted during construction and operation.			X	

Norfolk 1 Change feedback (Targeted Consultation)

Table 10-23 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Community / Social impact						
10-23.1	The Norfolk 1 realignment conflicts with application 2024/3750 for the development of a 400 MW Energy Storage System, including a 132-400 kV substation and associated infrastructure at Hall Farm, Land North of Hickling Lane, Swainsthorpe Norfolk, NR14 8DS. It is expected that National Grid takes this into consideration and liaises with the developer, as it is likely a decision on this application will be made by this summer	Only in the event the Hall Farm Energy Storage Project doesn't progress would Norwich to Tilbury utilise the most eastern part of the Order Limits south of Norwich Main Substation which utilises land parcels identified by Innova within their planning application. The eastern most corridor is potentially preferred by the Project in the event Hall Farm Energy Storage project doesn't proceed. If the Hall Farm Energy Storage project proceeds as planned, then Norwich to Tilbury will utilise the most western part of the Order Limits south of Norwich Main Substation. National Grid will continue to liaise with the developer for timely awareness of the energy storage facilities project progression.		X	X	
Consultation						
10-23.2	Criticism of consultation materials on this change (Norfolk 1)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document. These were sent to properties within the bespoke consultation zone for the relevant change. We			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the targeted consultations was considered proportionate to the changes being consulted upon.				
Design Change (CR)						
10-23.3	Oppose the proposed change - Norfolk 1 (generally)	National Grid notes the respondent's feedback.			X	
10-23.4	Support the proposed change - Norfolk 1 (generally)	National Grid notes the respondent's feedback.			X	
10-23.5	Criticism that the proposed location of the temporary construction lay down areas, as they are in areas of higher archaeological potential and closer to the site of the deserted settlement of Bowthorpe	The settlement of Bowthorpe lies beyond the defined study area and therefore falls outside the scope of our historic environment assessment; as such, it is not included in the Baseline Report or any associated documentation.		X	X	
Environmental impact						
10-23.6	Concern that there has not been clarity on how the Environment Area around Norwich Main will be delivered - part of the strategy to compensate for habitat loss / deliver Biodiversity Net Gain	An illustrative landscape plan for the Norwich Main Substation Environmental Area has been drafted and details on the planting proposals is included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). This area will be owned in the long-term by National Grid, and habitats within these areas will be managed by National Grid's land and properties team. Further details on the proposed habitat creation and enhancement around Norwich Main Substation, as		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		relevant to the Biodiversity Net Gain assessment, has been included within the Biodiversity Net Gain Report (document reference 7.1).				
Requests						
10-23.7	Request that National Grid investigate potential interaction with renewable projects so there is no issue with compensation levels being claimed if in future the renewable proposals are delayed or halted by the proposed National Grid works	National Grid has consulted with all known renewable schemes, including those existing and in the planning process. If the Project interacts with these schemes and causes any losses, then National Grid would compensate the relevant party in line with the compensation code, and on submission of a justified claim.			X	

Norfolk 2 Change feedback (Targeted Consultation)

Table 10-24 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Community / Social impact						
10-24.1	Suggest National Grid provide community benefits in the form of alternative land or funding for the South Norfolk Model Aeroplane Club	National Grid notes the respondent's feedback. South Norfolk Model Airplane Club is not affected by the Project so there is no requirement to provide alternative land or funding for the club. *The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network.* *Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge.*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
Consultation						
10-24.2	Criticism of consultation materials on this change (Norfolk 2)	National Grid notes the respondent's feedback regarding tourism and surface water and considered this in the development of our proposals. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document. These were sent to properties within the bespoke consultation zone for the relevant change. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the targeted consultations was considered proportionate to the changes being consulted upon. The maps we produced used data from the latest OS mapping software; however we are aware that some local landmarks and developments might not be fully shown on these maps. We use a wide range of sources when developing our proposals to ensure thorough knowledge of the local area and how our proposals		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		might impact communities. We apologise for any confusion caused by data shown on the maps and had a dedicated phoneline and email address if anyone had questions about the documents produced or the proposed changes. For each targeted non-statutory consultation area (including Norfolk 2), we developed a bespoke consultation zone to include nearby properties which are likely to be affected. These were created following the principle that each consultation zone should be appropriate and proportionate in relation to the type and potential impact of the change.				
10-24.3	The loss of veteran trees as a result of the Norfolk 2 changes is not supported by the respondent, however should National Grid decide to pursue this change the DCO will need to: - clearly set out why the reasons for the realignment are wholly exceptional (e.g. consideration as to the loss against reducing the impact on flying model aircraft, reducing impact on residential properties, and to follow field boundaries), and - provide details as to what the suitable compensation strategy will be	The survey data identifies one veteran tree within the Order Limits. This is not affected by the overhead line as designed but may fall within the potentially affected category if the design moves within the Limits of Deviation (LoD). Given the categorisation of the tree and the greater mitigation requirement the change within LoD that would affect the tree is not expected to happen. We have sought to position additional pylons on field boundaries but this is not possible for all pylons and may not relate to those of concern to the individual landowner. The model flying club is a legitimate interest and therefore appropriate as a consideration to routeing as is reducing impacts on residential properties.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change (CR)						
10-24.4	Oppose the proposed change - Norfolk 2 (generally)	National Grid notes the respondent's feedback.	X		X	
10-24.5	Support the proposed change - Norfolk 2 (generally)	National Grid notes the respondent's feedback.			X	
10-24.6	Concern about the impact of Pylon RG32 if the Norfolk 2 change is adopted (to mitigate impact on due to small farming business, farming operations, heritage)	Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES) assesses the impacts of permanent land lost as a result of the Project (i.e., pylon footprints) on agricultural land, agricultural landholdings and soil resources. The Norfolk 2 change positions Pylon RG32 towards the centre of an arable field. The pylon footing covers a relatively small area of land proportional to the field size; therefore, the impacts on farming activities and agricultural yields should be small. National Grid has sought to minimise potential impacts on the historic environment, including non-designated assets such as Asset 4082, through strategic routeing and siting informed by statutory consultation feedback and archaeological investigations. The potential impacts of Pylon RG32, in the context of the Norfolk 2 change, have been assessed as part of the Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11), which includes consideration of both physical impacts and effects on setting. This assessment is supported by a programme of field surveys, including geophysical and archaeological trial trenching, and appropriate mitigation measures are			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		outlined in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). The approach and findings have been developed in agreement with key heritage stakeholders.				
10-24.7	Suggest the Project at Norfolk 2 is re-routed as per plan provided by respondent (e.g. to mitigate the impact on modern farming methods, utilise lower ground level to minimise impact on views, to better align with the Holford rules, to be located as close to the field boundaries as possible, minimise impact on businesses, minimise impact on tourism, minimise impact on recreational activities, to minimise the impact on the local environment)	National Grid notes the respondent's feedback. The suggested route would take the alignment across the edge of Hapton Common County Wildlife Site, would move the alignment closer to properties at Fundenhall and would also take the alignment closer to South Norfolk Model Flying Club reintroducing potential interactions. We are therefore not proposing a further change to the alignment between RG27 and RG35. We have positioned pylons as close to field boundaries as possible to reduce impacts to agricultural operations where technically feasible whilst ensuring constructability of the Project.			X	
10-24.8	Concern over the impact of pylon RG33 due to the impact this will have on 400 year old Oak tree, known as the 'Stickfer Oak', All Saints Church, the Tacolneston Conservation Area and reduce the side of the Construction Laydown Area (which is greater than was required for the original proposal) / Suggest Pylon RG33 is moved back to mitigate impact on the 'Stickfer Oak', All Saints Church, the Tacolneston Conservation Area and reduce the side of the Construction Laydown Area	Arboricultural mitigation measures are set out within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape and Ecological Management Plan (document reference 7.4). An Ancient Woodland and Veteran Tree Strategy (Appendix B of the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4)) has been developed and will be submitted as part of the application. This document details the environmental measures that would be implemented to avoid,	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		minimise, mitigate and compensate for ancient and/or veteran features likely to be impacted by the Project. The assessment shows the tree outside of the pulling area and is likely to be retained with no tree surgery required for the construction phase. National Grid has worked to minimise potential impacts on designated heritage assets, including All Saints Church and the Tacolneston Conservation Area, through routeing and siting informed by consultation feedback and heritage assessments. The potential impacts of Pylon RG33 and the associated Construction Laydown Area have been assessed in Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11), including impacts on setting. The design development has considered heritage sensitivities in this area, and the assessment is supported by walkover surveys, geophysical survey and archaeological trial trenching. Appropriate mitigation measures are set out in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). The assessment approach and mitigation strategy have been discussed and agreed with relevant heritage stakeholders. Assessment of Tacolneston Conservation Area (CA19) concludes a temporary minor adverse significance of effect on the asset during construction and a permanent negligible adverse significance of effect during operation. No additional mitigation measures are proposed during the construction phase as any				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. Assessment of Church of All Saints (1178820) concludes a temporary minor adverse significance of effect on the asset during construction and a permanent minor adverse significance of effect during operation. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				
10-24.9	Suggest that Pylon RG36 is re-located to be as near as possible to the field edge to Cheney's Lane and the field corner with Cheney's Lane to the east (map provided by respondent)	National Grid notes the respondent's feedback. RG36 is positioned as close as possible to Cheney's Lane as possible while allowing for space for scaffolding required for construction and to maintain span lengths such that taller pylons are not required. We are not able to move RG36 to the corner of the field as this would introduce an angle pylon and would therefore be less consistent with the Holford Rules. We are therefore not proposing a change to the location of RG36.			X	
10-24.10	Suggest that Pylon RG37 is relocated south to the field boundary, and the haul road constructed as near to the pylon line as possible	National Grid notes the respondent's feedback. RG37 is positioned as close as possible to the field boundary. The haul road is also positioned as close to the alignment as possible while allowing for the working area around the pylon for construction. We are therefore not proposing to change the location of RG37 or the haul road at this location.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-24.11	Suggest track from Northfield Road to the haul road should not be used as an access road as agreed during the 2024 consultation	National Grid notes the respondent's feedback. The track from Northfield Road to pylon RG38 is proposed to be a permanent access and is only proposed to be used for future maintenance for RG38 and surveys if required and not for construction. No works are proposed to be undertaken to this track, utilising only the existing track and would only be used as an access for 4x4 vehicles. No further changes to the Project in this area are proposed.			X	
10-24.12	Suggest an alternative route at Norfolk 2, running the Project along the base of the valley and the pylons are nearer the field boundaries, on lower ground (as opposed to National Grids proposed alignment which runs on the higher ground to the West) reducing impact on modern farming methods, listed properties, visibility, the model aircraft club and any other aircraft in the area. Suggest proposed angle pylon adjoining Stickfer Lane is positioned on the North/West side of the meadows to allow access to the remainder of the meadows to the North/East (map provided by respondent)	National Grid has considered this alternative alignment. Whilst noting the respondent's position, National Grid considers the alternative proposed to be less direct with more changes of direction. The proximity to the watercourse brings in risks from proximity to flood zones and practical challenges for stringing with access across the watercourse required. It also is expected to oversail common land and appears closer to residential properties. Considered as a whole we balance this reduced consistency with the relevant aspect of the Holford Rules against the increased consistency with the other aspects of the Holford Rules (see Appendix I22 of this report). On balance we continue to prefer the Project alignment and therefore no change is proposed.			X	
10-24.13	Criticism the alignment has been changed to appease model aircraft enthusiasts at the detriment of Tacolneston residents (as it has moved closed to homes and businesses) and conservation area	It is acknowledged that the proposed change would bring the alignment closer to Low Barn Farm (a wedding venue). However, no change to the type of significance of socio-economics, recreation and tourism effects			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	which has unique historic buildings and Grade I listed church	anticipated as a result of the proposed change when compared to the design and PEIR presented at statutory consultation. The proposed change is likely to benefit the users of the South Norfolk Model Flying Club where a 300 m buffer can be kept between the flight path and the overhead line for safety reasons. National Grid has worked to minimise potential impacts on designated heritage assets, including All Saints Church and the Tacolneston Conservation Area, through routeing and siting informed by consultation feedback and heritage assessments. The potential impacts of Pylon RG33 and the associated Construction Laydown Area have been assessed in Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11), including impacts on setting. The design development has considered heritage sensitivities in this area, and the assessment is supported by walkover surveys, geophysical survey and archaeological trial trenching. Appropriate mitigation measures are set out in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). The assessment approach and mitigation strategy have been discussed and agreed with relevant heritage stakeholders. Assessment of Tacolneston Conservation Area (CA19) concludes a temporary minor adverse significance of effect on the asset during construction and a permanent				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		negligible adverse significance of effect during operation. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. Assessment of Church of All Saints (1178820) concludes a temporary minor adverse significance of effect on the asset during construction and a permanent minor adverse significance of effect during operation. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				
10-24.14	Suggest the alignment is moved further to the east towards the bottom edges of the arable fields running in line with the valley and meadows beside them as this would be more compliant with the Holford Rules and more practical for farming practices. This would also bring the pylons 20 meters lower than the current Norfolk 2 proposals and with the tree line and hills behind the visibility could be reduced by 35 meters improving the views from a wedding venue, houses and local campsite	National Grid has considered the suggested alignment. Whilst this change of route would slightly lower the position of the pylons in accordance with some of the Holford Rules, it would reduce consistency with other Rules by requiring additional angle pylons. It would also increase effects on residential amenity by passing closer to a greater number of properties, be slightly closer to a listed building, and would lead to some ecological effects on Hapton Common County Wildlife Site (CWS) (as vegetation management would be likely to be required). As such this was less preferred, and no change has been made.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-24.15	Suggest that the route is moved to the valley as the proposed change is set on higher ground with only a sky background making the route seen from miles away. Moving the route will make the pylons less visually obstructive and appear less in height	National Grid notes the respondent's feedback. The suggested route would take the alignment across the edge of Hapton Common County Wildlife Site, would move the alignment closer to properties at Fundenhall and would also take the alignment closer to South Norfolk Model Flying Club reintroducing potential interactions. We are therefore not proposing a further change to the alignment between RG27 and RG35. We have positioned pylons as close to field boundaries as possible to reduce impacts to agricultural operations where technically feasible whilst ensuring constructability of the Project.			X	
10-24.16	Concern about the proximity of Pylons and haul roads to properties on Northfield Road and surrounding lanes as a result of Norfolk 2 change	National Grid notes the respondent's feedback. Part of the driver for the change was to move the alignment to be more equidistant between properties at Northfield Road in response to feedback from consultation. We have undertaken an Environmental Impact Assessment (EIA) which accompanies our Development Consent Order (DCO) application. This assesses the impacts of the Project on roads and residential properties.			X	
Wildlife/Ecology impact						
10-24.17	Concern that reference to a veteran oak tree with a circumference of 522 m has been omitted from consultation documents / The oak tree will be impacted or lost entirely because of the proposals	An Ancient Woodland and Veteran Tree Strategy (Appendix B of the Outline Landscape and Ecological Management Plan (document reference 7.4)) has been developed and submitted as part of the application. This document details the environmental measures that		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would be implemented to avoid, minimise, mitigate and compensate for ancient and/or veteran features likely to be impacted by the Project. The tree mentioned in feedback is avoided by the alignment but may require some management during construction, it is not intended to be removed.				

Norfolk 3 Change feedback (Targeted Consultation)

Table 10-25 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
10-25.1	Criticism of consultation materials on this change (Norfolk 3)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document. These were sent to properties within the bespoke consultation zone for the relevant change. We also published a consultation strategy and overview map. All these documents remain available on our project website. The information provided at the Targeted consultations was considered proportionate to the changes being consulted upon. For each of the proposed changes we've opened targeted consultation on (including Norfolk 3), we've completed EIC documents. The Norfolk 3 EIC concluded that the change would not materially change the conclusions that were reported within the Preliminary Environmental Information Report (PEIR) that we published at statutory consultation. This means the environmental effects of our proposals would not differ from those we reported in the PEIR.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We have undertaken this review against each of the technical topics covered by the PEIR, with respect to this location within the Project. This includes agriculture and soils; air quality; ecology and biodiversity; contaminated land, geology and hydrogeology; health and wellbeing; historic environment; hydrology, land drainage and flood risk; landscape and visual; noise and vibration; socio-economics, recreation and tourism; and traffic and transport. We have applied the same methodologies and principles set out in the PEIR based on the information available while recognising that the Project is the subject of ongoing consultation and environmental surveys. To be consistent we complete independent surveys to define methods (set out in the PEIR and the EIA Scoping Report) that provide comparable information to assist with decision making in the context of planning policy. Additional detailed ecological information provided by others (including from landowners) adds to this information. Not all trees within the Order Limits will need to be removed. Some tree removal will be necessary to provide clearance under the overhead line, but only the amount required to meet safe electrical clearance requirements. The Norfolk 3 proposals also include a change to the location of the haul road from the plans we presented at the 2024 statutory consultation. The change is being				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		proposed to avoid routeing within the open field used for livestock over-wintering. The proposed location for the haul road goes through a managed area of woodland, which would be narrowed to single track only and would use non-excavation measures to reduce impacts on root protection zones of adjacent trees. We are advised by the landowner that low level vegetation has re-established on an area previously cleared of trees.				
10-25.2	Criticism that National Grid has not shown the change to pylons near Pylon RG52 on their proposed changes map / Criticism that National Grid don't provide all the information and hold back information that is vital to respondent's case	National Grid carried out targeted consultations on localised changes that would potentially alter the draft Order Limits for the Project where there were new or different impacts on landowners, communities and/or the environment. There were some further changes to our proposals, such as the movement of pylons within the order limits presented and minor amendments where we did not feel that consultation was proportionate to the change suggested. The approach we are taking follows the latest guidance issued by the Government's Planning Inspectorate, which makes it clear that targeted consultation can be bespoke and proportionate to the type of change proposed. All the information for the changes we were consulting on was and remains available on the Project website.			X	
10-25.3	Criticism as the materials state the haul road is depicted to be inside of wooded area and would	To the east of RG48 to RG49, the proposal is to use a previously cleared area within the woodland for the haul	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	need to cross a high-risk surface water flow path and at least three ordinary watercourses (one in the wooded area and two to the south). The information provided states this area was cleared of woodland, however, this is incorrect	road to avoid routeing within the open field used for livestock over-wintering. In addition, other specific measures will be adopted to reduce woodland loss including the narrowing of the access road to a single way track and the use of trackway. Where haul roads cross watercourses and surface water flow paths a range of commitments have been secured in terms of crossings designs and measures to prevent flood risk increases , which are set out in the Outline Code of Construction Practice (document reference 7.2). These commitments have been formed through engagement with Norfolk County Council, as Lead Local Flood Authority, and the Environment Agency.				
10-25.4	Suggest that all Norfolk 3 documentation should be corrected and re-issued to ensure respondents can understand the implications of the proposed change	For each of the proposed changes National Grid opened targeted consultation on (including Norfolk 3) we've completed Environmental Implications of Change (EICs) documents. The Norfolk 3 EIC concluded that the change would not materially change the conclusions that were reported within the Preliminary Environmental Information Report (PEIR) that we published at statutory consultation. This means the environmental effects of our proposals would not differ from those we reported in the PEIR. We have undertaken this review against each of the technical topics covered by the PEIR, with respect to this location within the Project.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Norfolk 3 proposals also include a change to the location of the haul road from the plans we presented at the 2024 statutory consultation. The change is being proposed to avoid routeing within the open field used for livestock over-wintering. We are advised by the landowner that low level vegetation has re-established in an area previously cleared of trees. We do not believe that the information presented regarding the Norfolk 3 change was inaccurate or misleading, and so do not believe that any further consultation or amendment to material is required. We had a dedicated phone line and email address for any questions or comments on the consultation document presented or the proposed changes.				
10-25.5	With regard to the permanent access track associated with Norfolk 3: - The DCO will need to be clear works would be required to enable Brick Kiln Lane (Road used as a public path (RUPP)) to be used as a permanent access track as there are several veteran trees along this track which could be impacted (root compaction) by increased vehicular use. - The DCO also will need to be clear as to why the final route has been selected but this needs to be informed by a comparison of the ecological, arboricultural and historical impacts of each option.	National Grid notes the respondent's feedback. The permanent access at Brick Kiln Lane is only proposed to be used for future maintenance for RG48 and surveys if required and not for construction. No works are proposed to be undertaken to Brick Kiln Lane, utilising only the existing track which would only be used as an access for 4x4 vehicles when required. This detail is included as part of our Development Consent Order (DCO) application. No additional ecological or arboricultural impacts are anticipated. From a heritage perspective, National Grid has worked to minimise potential impacts on heritage assets, such as all known non-designated heritage assets along Brick Kiln Lane, through routeing and siting informed by		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consultation feedback and heritage assessments. The heritage assets have been appropriately considered and assessed as part of ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Chapter 11: Historic Environment (document reference 6.11). The assessment followed a robust and proportionate methodology developed in line with established best practice, including Historic England's guidance (e.g. GPA3: The Setting of Heritage Assets, 2017) and DMRB LA 104 and LA 106. The approach was discussed and agreed with relevant stakeholders during the scoping process and subsequent thematic meetings. National Grid is confident that potential impacts on the historic environment, including those arising from the use of Brick Kiln Lane, have been thoroughly and appropriately assessed and, where relevant, mitigation measures are set out in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).				
Design Change (CR)						
10-25.6	Oppose the proposed change - Norfolk 3 (generally)	National Grid notes the respondent's feedback.			X	
10-25.7	Support the proposed change - Norfolk 3 (generally)	National Grid notes the respondent's feedback.			X	
10-25.8	Concern about the size of vehicle used for maintenance of the pylons. If larger than Quad ATV a significant widening of the footpath and pruning	We are not proposing to construct anything for this permanent access route to pylons, existing tracks and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	and grubbing out of trees and vegetation would be required. This would be unacceptable in terms of landscape quality, biodiversity and local amenity (e.g impact on walkers, dog-walkers, horse riders and children who play in the lane)	roads are being proposed for use where possible for walking, small all-terrain vehicles or 4x4 where suitable. If significant refurbishment or maintenance works are required these will be surveyed and assessed at the time and relevant permissions obtained.				
10-25.9	Suggest the Project reverts back to the original proposal, using the area of grassland as the route for the servicing road rather than destroying woodland. The presence of an access road would not affect the ability of the landowner to use this field	National Grid proposed a slight change to the alignment and haul road between RG46 and RG51 which takes the alignment to the west and avoids a County Wildlife site and veteran tree. The haul road was also moved to be closer to the alignment and utilises an area of woodland which is less mature. We have also narrowed the haul road and proposed the use of trackway to reduce impacts to trees in the woodland where possible. We are therefore not proposing a further change in this area. National Grid has submitted an Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects. Specifically, ES Chapter 8: Ecology and Biodiversity (document reference 6.8) considers the effects on designations, habitats and species during construction and operation of the Project.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-25.10	Criticism the routing has changed and no longer turns before meadow wood. The proposals have changed from a temporary surface along old ancient Brick Kiln Lane to a permanent surface	National Grid notes the respondent's feedback. We proposed a slight change to the alignment and haul road between RG46 and RG51 which takes the alignment to the west and avoids a County Wildlife site and veteran tree. The permanent access along Brick Kiln Lane was proposed to be a permanent access at statutory consultation and targeted consultation, therefore this has not changed. Brick Kiln Lane is only proposed to be used for future maintenance for RG48 and surveys if required and not for construction. No works are proposed to be undertaken to Brick Kiln Lane, utilising only the existing track and would only be used as an access for 4x4 vehicles. No further changes to the Project in this area are proposed.			X	
10-25.11	Request that alternatives to extending the underground cables that are sensitive to existing ecological habitats are considered / Request that details of underground cables construction method and the ecological, arboricultural and historical implications of each method	The movement of the alignment in this location has modified the extent to which lower voltage infrastructure modifications are required, and which consequently responds to another change requested in previous feedback. The change in the alignment requires the 11 kV overhead line to be replaced by underground cable over a different section (where the alignment now crosses the existing assets). It requires less 11 kV removal to the south but more removal to the north and west. The removal of the wooden pole overhead line occurs to the field boundary to the north with the underground cable following alongside field boundaries and the haul road alignment, minimising the need for tree removal.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		All the UK Power Network (UKPN) diversions as shown in the submission have been collaboratively designed and agreed with UKPN. In this case, the undergrounded length has been optimised to meet the minimum requirements of the network configuration while minimising impact to ecology, woodlands and hedgerows by utilising the proposed haul road corridor. There may be scope to agree voluntarily a different solution via National Grid Lands team and UK Power Network. Wherever undergrounding of third part assets is being considered, we need to ensure we're carefully considering the local environment too. This includes looking at local habitats, heritage, and other factors such as watercourses and rivers to reduce impacts. ES Chapter 4: Project Description (document reference 6.4) details the typical Third Party (Statutory Undertakers) Works. The Project retains the right to underground the existing UK Power Network overhead line in this area either along the line of the existing overhead line or via the diversion route shown. No decision on which route has been made at this time, and it is expected that UK Power Network will confirm at detailed design. If there was an environmental constraint or driver for one or the other route this would be factored into the choice. In terms of methodology, it would be expected that the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		work would be undertaken using open-cut trenching techniques. National Grid has worked to minimise potential impacts on heritage assets, through routeing and siting informed by consultation feedback and heritage assessments. The Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) for the Project, created to support the Development Consent Order (DCO) application, sets out the process, guiding principles and methods for the planning and implementation of additional archaeological mitigation works associated with the construction of the Project. For the purposes of the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) archaeological mitigation works include mitigation on archaeology, historic buildings and historic landscapes where appropriate. This document follows the approach to mitigation set out in ES Chapter 11: Historic Environment (document reference 6.11) and mitigation measures in the Outline Code of Construction Practice (CoCP) (document reference 7.2).				
10-25.12	Oppose the proposed replacement of the existing lower voltage overhead line if the Norfolk 3 change is adopted, and suggest an alternative new route for the existing lower voltage overhead line is used instead to minimise the use of underground cables, with three locations for new telegraph poles	The movement of the alignment in this location has modified the extent to which lower voltage infrastructure modifications are required, and which consequently responds to another change requested in previous feedback. The change in the alignment requires the 11 kV overhead line to be replaced by underground cable			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	suggested by the respondent (section between Pylons RG58 and RG49, plan provided by respondent; e.g. to reduce the amount of undergrounding; to avoid a potential Tumulus / Burial mound; to mitigate impact on woodland and trees, including Alder Carr; to mitigate impact on ecology and meadows; to reduce the amount of hedgerow removal; to make it easier to cross the deep ditches for the lower voltage cable; and, to reduce the cost for underground cables). Alternatively suggest that the previous 2024 alignment would be less damaging	over a different section (where the alignment now crosses the existing assets). It requires less 11 kV removal to the south but more removal to the north and west. The removal of the wooden pole overhead line occurs to the field boundary to the north with the underground cable following alongside field boundaries and the haul road alignment, minimising the need for tree and hedgerow removal. All the UK Power Network diversions as shown in the submission have been collaboratively designed and agreed with UK Power Network. In this case, the undergrounded cable length has been optimised to meet the minimum requirements of the network configuration while minimising impact to ecology, woodlands and hedgerows by utilising the proposed haul road corridor. There may be scope to agree voluntarily a different solution via National Grid Lands team and UK Power Network. No potential tumulus or burial mound was located within this area (see ES Chapter 11: Historic Environment (document reference 6.11) and ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The feature was examined on the ground during the walkover (see ES Chapter 11: Historic Environment (document reference 6.11) and ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). It is our professional				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		judgement that the asset in question is modern and not archaeological in origin.				
10-25.13	The proposed Norfolk 3 realignment routes the Project through woodland and meadows (as per map provided by respondent) which contains numerous veteran / ancient trees, including very old Alder Carr coppice, pollarded Oaks, Ash and coppice Hazel (the respondent has provided photos). The respondent also suspects that part, if not all of this area should be classed as ancient woodland. As such, the respondent opposes this part of the change (e.g. to avoid a hugely detrimental impact)	National Grid proposed a slight change to the alignment and haul road between RG46 and RG51 which takes the alignment to the west and avoids a County Wildlife site and veteran tree. The haul road was also moved to be closer to the alignment and utilise an area of woodland which is less mature. We have also narrowed the haul road and proposed the use of trackway (non-excavation) to reduce impacts to trees in the woodland where possible. We are therefore not proposing a further change in this area. National Grid has submitted an Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects. Specifically, ES Chapter 8: Ecology and Biodiversity (document reference 6.8) considers the effects on designations, habitats and species during construction and operation of the Project. Detailed woodland habitat surveys of this area have been undertaken, and while it is acknowledged that some mature trees are present within the woodland		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		these are located on the edge of the woodland and are being primarily avoided by proposals. The main extent of woodland does not qualify as ancient woodland in line with guidance.				
10-25.14	The location of a veteran (bee) tree in woodland that is impacted by Norfolk 3 is not shown on the plans provided so it is not clear where this tree is located. The veteran bee tree remains within the DCO corridor and therefore remains at risk depending on the wording of the DCO requirements. The requirements of the DCO will need to be specific about impacts on veteran/ancient trees and ancient woodland, as the respondent has noticed in previous DCOs that tree loss has only become apparent at the detailed design stage	National Grid notes the respondent's feedback. The veteran tree is avoided by the alignment and therefore will not be impacted by the Project. An Ancient Woodland and Veteran Tree Strategy, which is appended to the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), has been submitted with the Environmental Statement (ES) (document reference Volume 6: Environment Statement).		X	X	
10-25.15	Concern that there are other veteran trees in the area impacted by Norfolk 3, but it is not clear if the proposed re-alignment has been informed by an AIA. In 2023 National Grid moved Pylons RG46 and RG50 further east to reduce potential effect on the woodland, however the current proposal to move Pylons RG48 and RG49 60 metres west of the 2024 statutory consultation contradicts this	The locations of surveyed and known veteran trees have been considered during design development and are reported in ES Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) together with an Ancient Woodland and Veteran Tree Strategy (see Appendix B of the Outline Landscape and Ecological Management Plan (document reference 7.4)) submitted with the application. Detailed design will look at the positioning of new infrastructure within the Project's Limits of Deviation (LOD).		X	X	
10-25.16	Request the route through Bunwell goes in a north to south direction across the grass pasture / meadows	National Grid proposed a slight change to the alignment and haul road between RG46 and RG51 which takes the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	and avoiding the County Wildlife Site to preserve ecology, oak trees and the nature reserve. This would involve removing the 'Honey Bee Oak' and another oak pollard - as shown in respondents' attachment	alignment to the west and avoids the County Wildlife site and veteran tree, as this alignment is preferred due to avoiding these assets we are not proposing to change the alignment at this location. The haul road was also moved to be closer to the alignment and utilise an area of woodland which is less mature. We have also narrowed the haul road and proposed the use of trackway to reduce impacts to trees in the woodland where possible. National Grid has submitted an Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects. Specifically, ES Chapter 8: Ecology and Biodiversity (document reference 6.8) considers the effects on designations, habitats and species during construction and operation of the Project.				
10-25.17	Request pylons RG48 and RG49 are sited to the north and south of the 'previously cleared woodland' using deviation pylons and avoid wet land to the south of the nature reserve - as shown in respondents' attachment	National Grid notes the respondent's feedback and proposed change. Additional angle pylons would be required in both the north and south of the woodland to adopt this change, which would be less preferred due to being less consistent with the Holford Rules as well as			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		increasing visual effects to the surrounding area. We are therefore not proposing to adopt this change.				
10-25.18	Request that deviation pylons are used at the southern end of the grassland meadow - as shown in respondents' attachment	National Grid notes the respondent's feedback and proposed change. Additional angle pylons would be required to the south of the woodland to adopt this change, which would be less preferred due to being less consistent with the Holford Rules (see Appendix I22 of this report) as well as increasing visual effects to the surrounding area. We are therefore not proposing to adopt this change.			X	
Environmental impact						
10-25.19	Concern that proposals are a breach of planning guidelines which require a 15ft clearance for root systems of veteran tree	The National Planning Policy Framework (NPPF) standing advice is for a buffer zone either 15x stem diameter or 5 m beyond the canopy spread (whichever is the greater). Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6) confirms the methodology as 'By default, Root Protection Areas (RPAs) are calculated as an area equivalent to a circle with a radius 12 times the stem diameter and are capped at a distance of 15 m, unless the tree has been surveyed as a veteran, in which case the RPA is calculated at 15 times the stem diameter or 5 m beyond the canopy spread (whichever is the greater) and is not capped.'			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-25.20	Request that laws on nesting season are adhered to between the months of March - September - regarding protection of birds	As detailed within the Outline Landscape and Ecological Management Plan (LEMP) vegetation removal will be undertaken outside of the nesting bird season of March-August wherever possible. Where unavoidable, vegetation removal is permitted during the nesting bird season but only following a nesting bird check undertaken by a suitably experienced ecologist no more than 24 hours before. This approach to nesting birds is standard practice for construction projects.			X	
10-25.21	Concern as there is the potential for the displacement / disruption of surface water flow routes through the Cargate Common area (The Lead Local Flood Authority requires that surface water runoff from the proposed construction works (such as the haul road) does not enter the highway or increase flood risk elsewhere) Request careful consideration is given to the proposed design in this location to prevent an increase flood risk elsewhere	In consultation with Norfolk County Council as Lead Local Flood Authority, commitment GG32 within the Outline Code of Construction Practice (document reference 7.2) has been shaped. This states that run-off across the construction works sites will be controlled through a variety of methods including header drains, buffer zones around watercourses, on-site ditches, silt traps and bunding. There will be no intentional discharge of site runoff to ditches, watercourses, drains, including highways drainage systems, or sewers without appropriate treatment and agreement of the appropriate authority. The implementation of this approach will prevent displacement and disruption of surface water flow routes through the Cargate Common area and any increases in flood risk.	X		X	
10-25.22	Oppose the relocation of the haul road and Project route if Norfolk 3 change is adopted to reduce the effects of grazing. Suggest that ground mats could	National Grid notes the respondent's feedback. The haul road was also moved to be closer to the alignment and utilise an area of woodland which is less mature. We		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	be used to save permanent damage to the meadow instead of making a crushed granite haul road through the meadow, providing winder feed for grazing animals to compensate	have also narrowed the haul road and proposed the use of trackway to reduce impacts to trees in the woodland where possible. We are therefore not proposing a further change in this area. National Grid has submitted an Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects. Specifically, ES Chapter 8: Ecology and Biodiversity (document reference 6.8) considers the effects on designations, habitats and species during construction and operation of the Project.				
10-25.23	Criticism that Norfolk 3 changes do not reduce the amount of tree removal required. Respondent suggests that the if adopted, the change would increase the amount of tree removal as it would require the removal of all trees in the respondents 1 acre class A3 woodland	National Grid does not agree with this characterisation and indeed notes that not all the woodland within the Order Limits will be affected. Some removal of trees and height reduction of some trees will be needed but this is reduced on the alignment being progressed compared with other alternatives. No change has been made.			X	
10-25.24	Concern that the Bunwell Hill area has a high water table, resulting in very wet lane, making it unsuitable for pylon placement and undergrounding of low	National Gird notes the respondent's feedback. Specific pylon placement can be influenced by local ground conditions, however pylon foundations will be designed to accommodate the ground conditions at each pylon			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	voltage powerlines or undergrounding of HVDC cabling	location. Piled foundations are generally used in wet areas. Similarly to the pylon installation, routeing of the underground cable trenches can be influenced by local ground conditions. In areas with a high-water table installation would follow the methodologies as set out in the Outline Code of Construction Practice (CoCP) (document reference 7.2) which has been prepared and submitted with the Development Consent Order (DCO) application. This document provides commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase.				
Financial compensation						
10-25.25	Criticism that Pylon RG46, proposed in a field adjacent to respondent's property, would result in the working area being located within 50 m of respondent's property, impact on woodland, fields, wildlife, habitats, views, and property value. Request for National Grid to purchase respondent's property at market price if the Project goes ahead.	National Grid notes the respondent's feedback. The closest property to RG46 is approximately 200 m to the east and approximately 50 m from temporary working areas. We have submitted an Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects. Specifically, ES Chapter 8:			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Ecology and Biodiversity (document reference 6.8) considers the effects on designations, habitats and species during construction and operation of the Project. Working areas for the construction of the overhead line will be temporary and be reinstated once the works are completed. There is no basis in legislation for compensation to be paid to third party property owners, if a view from a property has been altered. National Grid does not intend to purchase any properties along the alignment where views have been altered. Where a landowner has a concern about property values they should contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD				
10-25.26	Request for damage limitation in the form of ensuring that the respondent's company are the contractors for the Norfolk 3 section of the Project, and compensation through the compulsory purchase of nearby woodland to give to the respondent for their existing nature reserve	National Grid cannot commit at this stage of the Project to specific contractors that will be used for vegetation clearance and management. All appointed contractors will be specialists in their field and will have relevant experience and required licenses or qualifications needed to carry out the task. National Grid can only apply for compulsory acquisition powers over land that is required for the construction and ongoing maintenance of the asset in the future.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Technology/Operations						
10-25.27	Criticism that the technology used for Norfolk 3 is outdated / inefficient	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between RG46 and RG52 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
Wildlife/Ecology impact						
10-25.28	Criticism that the 2022 route was changed to avoid the woodland based on Arboricultural surveys that classified the area as 'A3' but current proposals for the haul road realignment go against this advice	Design options have been considered, due to impacts on other receptors (i.e. a veteran tree), the current alignment is considered to have the least environmental impact.		X	X	

Norfolk 4 Change feedback (Targeted Consultation)

Table 10-26 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
10-26.1	Criticism of consultation materials on this change (Norfolk 4)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document. These were sent to properties within the bespoke consultation zone for the relevant change. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the Targeted consultations was considered proportionate to the changes being consulted upon.		X	X	
Design Change						
10-26.2	Support the proposed change - Norfolk 4 (generally)	National Grid notes the respondent's feedback.			X	

Mid Suffolk

Mid Suffolk specific feedback (Targeted Consultation)

Table 10-27 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
10-27.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	Agricultural land during the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and would continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impacts on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Airfields						
10-27.2	Concern about the impact of the Project on Raydon Wings / Suggestion that the Project is routed away from Raydon Wings	National Grid has appointed an independent aviation consultancy which has engaged with Raydon Wings aerodrome (with National Grid also present) to inform their aviation impact assessment. Following consultation with the operator, it has been assessed that, with the Project as currently proposed, operations will be able to continue at the airfield once the Project is constructed and operational. It is recognised, however, that construction of the underground cable route is likely to temporarily disrupt the aerodrome. National Grid is engaging with the operator to enable their review of the acceptability of the design and explore potential mitigations to minimise temporary impacts on aviation operations. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	X	X	X	
10-27.3	Concern for Raydon wings, as Pilots here fly a military style circuit pattern which is ovular in shape, rather than a conventional rectangular pattern. This tends to exhibit greater form drag (aerodynamic) tendency, making optimised approaches important. The ability for the site to continue to operate as it does today, as well as to adapt and change over	National Grid has appointed an independent aviation consultancy which has engaged with the operators of Raydon Wings airfield (with National Grid also present) to inform their impact assessment. The overhead line alignment (including the Cable Sealing End (CSE) compound) is assessed to be at a sufficient distance to the north of the runway to ensure that overflight is not	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	time, (a key requirement set out in the NPPF and General Aviation Strategy), is not assured. Part of the issue seems to be the close proximity of the sealing end compound of the proposed scheme, and related pylons to the aerodrome, just 300 m Suggest an alternative location for the sealing end compound to provide greater vertical clearances by moving infrastructure away from sensitive aviation factors	required on take-off or landing (taking into account possible lateral deviation) and that existing flight paths are therefore not impacted. Furthermore, the alignment need not impact existing flying circuits to the north as overflight is assessed to be at a safe distance. We will continue to engage with the airfield operators to confirm the acceptability of the design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
Community / Social Impact						
10-27.4	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project receives Development Consent, the Project team would continue to engage	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with people potentially affected during construction through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which would remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economics effects of the project are assessed in ES Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
10-27.5	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments. ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered during the construction phase to reduce, where practicable, disruption to education establishments. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The assessment concludes that there would be no significant effects on education facilities within the study area as a result of the construction and operation of the Project.	X	X	X	
10-27.6	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations that are important for leisure and tourism. Environmental Statement (ES)	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on sports clubs, recreational land and recreational routes located within the Order Limits. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
10-27.7	Concern about over development of area / other works in the area (e.g. cumulative impact)	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The cumulative effects assessment has considered the effects of the Project in conjunction with other developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. The cumulative assessment has been undertaken in accordance with the overarching National Policy Statement (NPS) for Energy (EN-1)	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Paragraph 4.1.5 in EN-1 states: *'In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy'.* Paragraph 4.2.12 in EN-1 states: *'The cumulative impacts of multiple developments with residual impacts should also be considered.'* Paragraph 4.3.3 in EN-1 states: *'The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects'.* Paragraph 4.3.19 of EN-1 states: *'The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when*				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considered on an individual basis with mitigation measures in place'. Paragraph 4.4.5 in EN-1 states: *'The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate'*. The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in Appendix 17.2: ES Chapter 17.2: Long List and Short List of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in ES Chapter 17 (document reference 6.17). The detailed assessment of shortlisted other developments is presented in Appendix 17.3: Inter-Project Cumulative Effects Assessment (document reference 6.17.A3). Appendix 17.3 outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economic, recreation and tourism impacts).				
10-27.8	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	(including residential, commercial, infrastructural, and employment sites)	system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.				
10-27.9	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reported in the Environmental Impact Assessment (EIA) identifies any measures considered to be necessary to reduce likely significant effects which would also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.				
10-27.10	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences."* Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-27.11	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) considers the potential impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from ES Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures would be in place to reduce impacts. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures is presented in Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.			X	
10-27.12	Criticism of surveys undertaken for the Project in this Section	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-27.13	Concern about the impact of the Project on water supply	Appendix 9.3: ES Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3) is included to support ES Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) which provides an assessment of the potential effects on groundwater from the Project and includes impacts on groundwater receptors such as water supplies (both with regard to quantity and quality), as required. Where the Project constitutes overhead lines, interaction with underlying aquifers would be limited. Any piling activities e.g., for pylon foundations, would be undertaken in accordance with good practice, and informed by Project Ground Investigation data. Where the Project constitutes underground cable, further to the above a hydrogeological risk assessments would be undertaken. These measures are described in the Outline Code of Construction Practice (CoCP) (document reference 7.2) and would be secured through the Development Consent Order (DCO), if granted.	X	X	X	
Construction Impacts						
10-27.14	Concern about disruption from construction	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES	X	X	X	

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		identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).				
10-27.15	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts				
10-27.16	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-				

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		emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP (document reference 7.2)) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				
10-27.17	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	The Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) provides details about how the impact of construction vehicles on the Public Highway and sensitive receptors will be managed, using a combination of more suitable Local Road Network connections from the Strategic Road Network, and temporary haul roads for access along the alignment. National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the Local Highway Authorities and National Highways. An AIL routing strategy containing details about these movements is included in the Outline Construction	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Traffic Management Plan (CTMP) (document reference 7.3).				
10-27.18	Concern about vibrations from construction	An assessment of construction vibration is presented in Environmental Statement Chapter 14 - Noise and Vibration (document reference 6.14). The assessment considers both the potential impact upon people within buildings (i.e. disturbance), and potential damage to buildings and structures. The assessment considers relatively worst-case construction methodologies and does not take account of potential mitigation. This is so that potential 'hot-spots' can be identified where there is the potential for significant adverse effects, without mitigation. The construction vibration assessment has identified 74 locations where there is potential disturbance to people within buildings from construction vibration. Of these, 72 relate to potential vibratory compaction activities which would be expected to be for a relatively short duration (i.e. less than day). The remaining two relate to potential piling activities for pylon foundation construction. With regards to potential damage to buildings and structures, the assessment highlights locations where there is a potential non-zero risk of damage. 14 locations have been identified, all of which relate to potential vibratory compaction activities. In all cases, significant adverse effects, or potential structural damage, can be avoided with the use of best		X	X	

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		practicable means (BPM). This may include alternative methods, such as non-percussive/vibratory techniques. Additionally, prior to undertaking works, the Main Works Contractor(s) would conduct a detailed construction vibration assessment based on their specific methodologies and determine specific mitigation measures, where applicable.				
Consultation						
10-27.19	Comment supportive of engagement that has taken place / feel listened to	National Grid notes the respondent's feedback.			X	
10-27.20	Comment supportive of the Project in this section	National Grid notes the respondent's feedback.			X	
10-27.21	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	X	X	X	
10-27.22	Criticism that National Grid have relied upon generalised averages, rather than site specific data to dismiss these issues including at Gislingham as insignificant	In undertaking the air quality assessment detailed in Chapter 7: Air Quality of the Environmental Statement (ES) (document reference 6.7), National Grid has followed the appropriate guidance to assess the Projects impacts during the construction phase. The air quality construction traffic assessment presented in Appendix 7.3: ES Air Quality Assessment Results (document reference 6.7.A3) concludes that significant adverse effects from construction traffic emissions are not expected in or around Gislingham. The nearest human receptor in this area is HR_6, located adjacent to Mill Street. Predicted pollutant concentrations at this location are well below the relevant air quality standards.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-27.23	Criticism that ecological survey information has not been provided for the proposed pylon route presented at statutory consultation, nor for the new route proposed at targeted consultation and the proposed sections of underground cable. Criticism that the lack of information has constrained the ability to make a thorough comparison of the potential impacts for each option	For the targeted consultations, National Grid produced Environmental Implications of Change (EIC) documents for each proposed change. These provided proportionate and appropriate information on the environmental implications when looked at both in local context and in the context of the Project as a whole. The proposed changes were reviewed against the preliminary assessment reported in the Preliminary Environmental Information Report (PEIR) published as part of the summer 2024 statutory consultation. The same methodologies and principles set out in the PEIR based on the information available and recognising that the Project was the subject of ongoing consultation and environmental surveys. All the relevant information required for the public to make informed decisions on the proposals was made available throughout the consultation periods. This information, including the EICs for each proposed change, remains available on the Project website. A range of protected species and other ecological surveys have been undertaken across the Order Limits, and the results are outlined in ES Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES).		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change (CR)						
10-27.24	Oppose the use of underground cables	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the statutory consultation, targeted consultations and landowner consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that '*the government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments would cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project has incorporated suitable consideration of the existing			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		environment, ecology and site ground conditions based on site specific survey data. We have undertaken an Environmental Impact Assessment (EIA) which includes a baseline of the existing environment as well as site specific information and survey data.				
10-27.25	Suggest a minimum distance that the Project should be sited from residential areas / residences	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Appendix I22 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we have modified the alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties or other receptors. A Landscape and Visual Impact Assessment (LVIA)) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) This assesses the impact of the Project and identifies the need for additional mitigation if required.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-27.26	Suggest that existing overhead lines in this section should be removed	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.			X	
10-27.27	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of the combination of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with NPS EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.				
10-27.28	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line would be designed using a relatively quiet conductor that meets the design				

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		specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual amenity. The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure				

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		that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.				
10-27.29	Suggest that the Project should run in closer to / parallel to the existing overhead lines	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.				
10-27.30	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed*	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES),				

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		Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.				
10-27.31	Suggest alternative routing away from Burgate and respondent's property (plan provided by respondent)	National Grid notes the respondent's feedback. The potential to divert the alignment to pass to the east of Wickham Abbey Farm and other named properties has been considered over the course of development of the Project such as set out in the 2023 Design Development Report (paragraph 6.4.33) and in the 2024 Design Development Report (from paragraph 5.4.74) (available on the Project website). Notwithstanding the			X	

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		respondent's preference, the effects arising by this change would transfer to other similar receptors and would be greater in terms of visual effects for residential occupiers and on listed buildings. In the absence of new evidence or identification of further factors the previous conclusions remain valid. Therefore, it is not preferred, and no change is made. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation. Elsewhere in this section north of RG138 the request is interpreted to be more closely parallel to the existing overhead line infrastructure. This has been considered and reported in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) and the 2023 and 2024 Design Development Reports (available on the Project website). It has been further reviewed in respect of the section identified in the feedback in the 2025 Design Development Report (document reference 5.15). In the absence of new information or the identification of other factors, the conclusions drawn previously remain valid that it is less preferred. There are greater effects where lines converge and diverge with sharp direction changes				

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		to the north-west of Mendlesham and south-east of Mendlesham Green to connect with the remainder of the alignment. Other identified effects in the feedback are not removed but transferred to other receptors and overall adopting the change would provide an alignment with more angle pylons and be less direct and less consistent with Holford Rule 3. A summary of the Holford Rules is provided within Appendix I22 of this report. There are also increased maintenance and refurbishment risks, especially to the west of Mendlesham where the large direction change on the existing line would require additional separation between parallel overhead lines to provide the appropriate space for future maintenance to be completed safely where there is limited space because of a listed residential property. Overall, a more parallel alignment is considered less consistent with the Holford Rules and likely to increase effects. On this basis, we do not consider the suggested change to be preferred, and it is not taken forward.				
10-27.32	Suggest the Project route is further east on a line east of Wickham Abbey Farm, Hempnalls Hall, Wicks Farm, Old Farm/Hoggars Road (before pylon RG138)	National Grid notes the request but also notes that it consulted on the alternatives to use underground cable or overhead line for the crossing of the Waveney Valley in 2024. We have considered the feedback received and published the basis for decision making within the 2025 Design Development Report (document reference 5.15) and did not need to undertake consultation, as part of the 2025 targeted consultations, on this decision. National Grid has undertaken an Environmental Impact	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation. This mitigation has been identified through discussion with technical topic consultees and the Wildlife Trusts engaged with the WaLOR project.				
10-27.33	Concern that the Project from Pylon RG102 to RG111 has been altered, bringing it much closer to houses in Little Green, and construction traffic will have to pass through the small hamlet / Suggest that the Project is rerouted between Pylon RG102 and RG111 straight across fields (e.g. to mitigate impact on houses and roads, avoid the need to bury the existing line, and carry out construction away from the Mellis / Gislingham Road which would be a more accessible route to reach the line)	National Grid notes the respondent's feedback and suggested alignment, we proposed the change to the alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change was proposed due to the identification of historic assets that need to be avoided as well as impacts on Mellis Common and the opportunity to follow the route of existing pylons. In the absence of new information or evidence, we are therefore not proposing a further change to the alignment at this location.			X	
10-27.34	Suggest that the angle pylon north of Little Wenham is removed, and diverted to Chattisham	National Grid notes the respondent's feedback. The angle pylon at JC26 (now JC27), is required in this location in order to avoid other constraints such as woodland and properties while continuing the route north			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to Bramford Substation. We are therefore not proposing a change to the location or removal of this pylon.				
10-27.35	Criticism that the route will create an "s-shape" around Snow Street, Roydon in an already narrow gap between Bressingham and Roydon and wrapped around Wortham Ling	National Grid is focussed on the potential effects of an alignment which is defined by the actual effects that may arise after consideration of the screening and filtering that is provided by landform, existing buildings and vegetation. There is for example very limited visibility locally of the land around Roydon with that at Wortham Ling. National Grid has considered a variety of route options in this general area encompassing alternative routes to the east of Diss, further to the west of the alignment and then south over farmland along with other alternatives as well as a variety of localised amendments. The basis for selection of the route is as out in the 2023, 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15), with the 2025 report also setting out the decision making that leads to the Project progressing on the basis of overhead line. In the absence of new information or the identification of other factors no change in response to this feedback is proposed.			X	
10-27.36	Concern the proposed 'super pylons' on/or near the village of Offton will present a risk to pilots and low flying training helicopter travelling from RAF Wattisham	In accordance with the requirements of the Overarching National Policy Statement (NPS) for Energy (EN-1), National Grid has consulted with the Ministry of Defence (MoD) and well as the operators of Wattisham Flying Station with regards to potential impacts on military			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		aerodromes and aviation, including from the creation of obstructions within identified low flying areas. National Grid continues to engage with the MoD to support the implementation of reasonable mitigations to address impacts from the Project to low flying, likely to involve the accurate charting of proposed Project structures to allow deconfliction. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-27.37	Suggest that opportunities for the rationalisation of the transmission and distribution networks must be fully explored. For example, the removal of the 132 kV line from Copdock to Lawford, through the designated National Landscape, could result in significant benefits	National Grid has considered this feedback in combination with emerging assessment findings. The East Anglia Connection Node (EACN) substation siting was undertaken from the perspective of establishing the most economic and efficient means of meeting the need for network reinforcement and connecting additional customers. This was set out in the 2022 - Corridor and Preliminary Routeing and Siting Study (CPRSS) (document reference 7.18) and has been reviewed in subsequent 2023 and 2024 Design Development Reports (available on the Project Website) and the 2023 and 2024 Strategic Option Backcheck and Reviews (available on the Project website) and 2025 Strategic Option Backcheck and Review (document reference 7.17).		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Beyond the need to create some headroom by the removal of certain sections the existing 132 kV overhead line in the immediate vicinity of Bramford, neither cumulative nor in-combination effects have been identified at levels where additional removal of 132 kV overhead lines would be justified given the scale of investment required to maintain the connection by alternative means. Section 245 (Protected Landscapes) of the Levelling-up and Regeneration Act 2023 (LURA) places a duty on *'relevant authorities'*, which in this context includes National Grid as a statutory undertaker, to seek to further the statutory purposes of protected landscapes (referred to as the 'seek to further' duty). In relation to National Landscapes (which includes the Dedham Vale National Landscape), this requirement has been incorporated into Section 85 of the Countryside and Rights of Way (CRoW) Act, which states: '*In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty'.* The approach National Grid is taking to meet the 'seek to further' duty in relation to the Project has been detailed in National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and				

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		Rights of Way Act 2000) (document reference 5.10). The document details how the National Landscape and 'seek to further' duty has been taken into consideration during Project development and highlights potential further measures. The overall approach has been, and continues to be, discussed with relevant stakeholders (which includes but is not limited to the Dedham Vale National Landscape and Stour Valley Partnership) and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes' (Defra, 2024). It is intended the finalised measures would be secured by an appropriate mechanism as part pursuant to the Development Consent Order (DCO) process. As part of the package National Grid is proposing the preparation of an initial feasibility study to assess the potential feasibility for the PJ Line removal in the longer term. The PJ Line is an existing 132 kV overhead line between Bramford and Lawford. This work would be limited to a feasibility exercise and any steps beyond that regarding potential removal would be for future consideration with relevant stakeholders entirely outside of the Project and DCO. Further detail is available in National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10).				
10-27.38	Suggest coordinated delivery of interrelated energy projects and network infrastructure, including	National Grid would only promote new Grid Supply Points (GSP) where they are essential to meet the		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	improved connectivity for Freeport East at Gateway 14 as well as other major commercial operations and other interests in the area, enabling decarbonisation and other green energy objectives for these sites and affected communities. Suggest that National Grid act upon the value that strategic coordination will add to the Project, the wider Great Grid Upgrade objectives by enabling effectively, appropriate and sustainably planned local generation and storage for focused local distribution and consumption as part of the government's priorities for a decarbonised economy and to contribute to the challenge of fuel poverty	purposes of the project by allowing the removal of an existing line to provide space for the new overhead line. This is not the case in the Stowupland area, so the Project cannot provide this. The alternative is for the provision of new GSPs to be defined by National Energy System Operator (NESO), responding to applications by generators or Distribution companies (either UK Power Networks (UKPN)s or independent Distribution Network Operators (DNOs)) No such requirement has been raised to National Grid. No change is therefore proposed.				
10-27.39	Suggest the following, that currently remain unresolved and have not been addressed in the Targeted Consultation: a. Design review around RG123/RG124 regarding risks and opportunities around the poplar plantation in this area b. Realignment through Gipping Valley, around Creeting Hall, RG160-RG167 c. Comprehensive scheme of undergrounding south of Stowmarket Road, around Badley Hall and Church, Holyoak Farm and Combs d. Opportunities to reduce cumulative harm around Bramford substation through undergrounding and comprehensive landscape master planning	National Grid notes the respondent's feedback. In respect of item a) we have considered various alternatives here as set out in the 2023 and 2024 Design Development Reports (DDR) (available on the Project website) and remain of the view that a route through the belt of trees is preferred to alternatives that are less direct and considerably closer to residential properties. In the absence of new evidence or the identification of further factors no change is made. Similarly in respect of item b) previous DDRs have set out the preference for an alignment to the east of the Hall compared with alignments to the west, the latter variously transferring effects to a greater number of residential properties, being less direct with more angles or increasing effects on certain listed buildings. In the		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	e. Design review in the area between Bamford and the Dedham Vale National Landscape (undergrounding options) f. Additional undergrounding from JC026 to mitigate aviation impacts at Raydon Airfield with additional benefits for the setting of listed buildings at Wenham Grange and Vauxhall g. Consideration for HDD drilling in the Stour Valley, around Glebe Farm, Springfield Farm and at crossing of Black Brook	absence of new evidence or the identification of further factors no change is made For items c) and d) The Project proposals have considered the potential for cumulative effects. Around the Badley Hall area we are proposing to replace three sections of the 132 kV and 33 kV lattice pylon lines by sections of underground cable where crossed by the alignment. Around Bramford Substation the project includes the replacement of sections of three existing 132 kV overhead lines with underground cable, one to the north of Bramford (for around 8 m to north of Offton) and two to the south of Bramford. The Environmental Statement reports on the effects arising as a result of the Project (document reference Volume 6: Environmental Statement). For items, e) and f) National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of*				

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		Outstanding Natural Beauty (AONB))'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project between Bramford Substation and Raydon Airfield would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape				

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		and Visual (document reference 6.13) and this has identified. For item g) Trenchless installation techniques, such as Horizontal Directional Drilling (HDD), can theoretically be used as an alternative to a trenched (cut and cover) approach to install underground cables. It is usually the choice of methodology where minimal disturbance to above ground features is required, given that trenched methods are more disruptive in terms of the level of disturbance to the landscape and environment. These methodologies increase complexities with regards to engineering, programme, and in turn increase cost, hence why they are not the preferred methodology of underground cable installation, but more so an alternative means where National Grid needs to negotiate the route close to environmentally sensitive receptors. In conclusion having weighed up all relevant factors including cost, engineering/technical feasibility, environmental/community impacts - the use of HDD at the locations noted at (g) is not justified. At Black Brook there is insufficient space available to allow the use of trenchless techniques and at Glebe Farm the route has been proposed to be diverted to the west through farmland meaning that the effects do not justify the additional cost and effects from techniques other than open cut installation.				
10-27.40	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the	X	X	X	

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		statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report, published as part of the Development Consent Order (DCO) application.				
10-27.41	Suggestion that the Project is routed away from / the Project should not be located at Gislingham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Gislingham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Gislingham outside of a small change to the alignment between RG112 and RG119.			X	
10-27.42	Suggestion that the Project is routed away from / the Project should not be located at Willisham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Willisham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Willisham.				
10-27.43	Suggestion that the Project is routed away from / the Project should not be located at Wortham Ling	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Wortham Ling. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Wortham Ling.			X	
10-27.44	Suggestion that the Project is routed away from / the Project should not be located at Offton	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Offton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the			X	

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		Holford Rules is provided within Chapter 1 Appendix I22 of this report. We are therefore not proposing a change to the alignment at Offton.				
10-27.45	Suggestion that the Project is routed away from / the Project should not be located at Palgrave	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Palgrave. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Palgrave.			X	
10-27.46	Suggestion that the Project is routed away from / the Project should not be located at Little Green	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Little Green. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this			X	

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		report. We are therefore not proposing a change to the alignment at Little Green.				
10-27.46	Suggestion that the Project is routed away from / the Project should not be located at Burgate (Little Green)	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Burgate. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Burgate.			X	
Economic / Employment impact						
10-27.48	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.				
10-27.49	Concern that the Project makes no reference to socio-economic, health and wellbeing, transport, or other impacts	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. Specifically, the assessments of the potential impacts of the Project on socio-economic matters (including economic and employment impacts), health and wellbeing and transport can be found in ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), ES Chapter 10: Health and Wellbeing (document reference 6.10) and ES Chapter 16: Traffic and Transport (document reference 6.16), respectively.		X	X	

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10-27.50	Concern about disruption to the economy during the undergrounding process	The Socio-economics, Recreation and Tourism assessment of the Environmental Statement (ES) (document reference 6.15) assesses the local economy and tourism economy within the Wider Study Area as a whole. A temporary not significant beneficial effect has been assessed for the local economy for the Wider Study Area and a temporary not significant adverse effect has been assessed for tourism economy during construction for the Wider Study Area. While a specific economic assessment for the underground cable locations has not been undertaken in order to ensure a proportionate approach, the construction good practices and mitigation measures outlined in the Outline Code of Construction Practice CoCP (document reference 7.2) and Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) will be implemented to mitigate potential impacts on air quality, noise, transport and accessibility.		X	X	
Environmental impact						
10-27.51	Concern that the Project will impact SSSIs	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). The Project avoids all direct impacts on SSSIs, with no long-term negative	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		impacts anticipated on any SSSIs as a result of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. National Grid will continue to engage with Natural England.				
10-27.52	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied wherever practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An Ancient Woodland and Veteran Tree Strategy is included as part of the Outline Landscape and Ecological Management Plan (LEMP) (see Appendix B of the Outline LEMP (document reference 7.4)). The Outline LEMP has been developed in consultation with relevant stakeholders including Natural England and local planning authorities.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-27.53	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as local wildlife sites (LWS), Royal Society for the Protection of Birds (RSPB) reserves and Special Protection Area (SPA's). Whist there are no impacts on RSPB reserves, potential direct and indirect impacts on LWS's and SPA's within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). SPA's and the associated impact on birds has also been considered within the Habitats Regulations Assessment (HRA) (document reference 5.3).	X	X	X	
10-27.54	Concern that the Project will result in a negative impact on the environment / countryside generally (no details given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project.				

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		The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				
10-27.55	Concern that the Project will impact conservation area	The potential for the Project to affect the setting and significance of Conservation Areas has been comprehensively assessed in accordance with established best practice and guidance such as Good Practice Advice Note 3: The Setting of Heritage Assets (Historic England, 2017) and other relevant policy and guidance such as Conservation Principles (Historic England, 2008) and relevant planning policies including the Overarching National Policy Statement for Energy (EN-1). The assessment methodology and its application have been discussed with and agreed by key heritage stakeholders, including Historic England and relevant local planning authorities, through the Scoping process and subsequent thematic working group meetings. This collaborative approach has ensured that the assessment is robust, proportionate, and in line with expectations. Each Conservation Area potentially affected by the Project has been individually assessed for both direct and indirect effects, including impacts arising from change to setting. These assessments are presented in ES Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11), supported by detailed mapping and analysis in the ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The methodology	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considers all relevant aspects of significance, including historical, architectural, and evidential values, as well as the contribution of setting to that significance. Where adverse effects on the setting of Conservation Areas have been identified, the Project has sought to reduce these through route refinement and design evolution. This includes, where appropriate, adjustments to pylon locations, alignment shifts, and the development of mitigation proposals in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). We are therefore confident that the assessment of impacts on Conservation Areas has been carried out to a high standard and that appropriate measures have been taken to mitigate any identified adverse effects.				
10-27.56	Concern about the impact of the Project on flooding	A detailed Flood Risk Assessment (FRA) has been prepared (document reference 7.9). The FRA assesses flood risk to the Project and the impacts that the Project's construction and operation would have on flood risk from a wide range of sources. The assessment has been informed by a wide range of data sets, including the January and March 2025 data from the Environment Agency, and by engaging with the Environment Agency and all of the relevant Lead Local Flood Authorities and Drainage Boards. The FRA (document reference 7.9) has identified a range of controls and mitigation measures to prevent flood risk impacts, which have been secured through a range of commitments set out in	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the Outline Code of Construction Practice (document reference 7.2). The FRA (document reference 7.9) also describes the measures and strategy that would be put in place to manage surface water runoff arising from Project construction worksites and operational infrastructure.				
10-27.57	Suggest that where cables are to be laid below a watercourse, then they shall be laid least 1 m below the bed level and suitable protected and locations marked	Where cables are laid below the bed of a watercourse the Project design, in terms of burial depths, has been informed by engagement with the Environment Agency (main rivers) and the Local Lead Flood Authorities/Internal Drainage Boards (ordinary watercourses and board drains). Commitment W06 in the Outline Code of Construction Practice (CoCP) (document reference 7.2) sets out that cables will be laid at least 1 m below the hard bed level a main river and will remain at or below this level for not less than 3 m from the brink of the riverbank. Marker posts shall also be positioned on each bank of the river to indicate the location of the under-crossing and the nature of the works.		X	X	
10-27.58	Suggest the low voltage network is placed underground to enhance landscape and public amenity at the Waveney Valley	In respect of this area although the landscape of the Waveney Valley is valued, it is not designated. The presumption in National Policy Statement (NPS) EN-5 in such undesignated locations is that overhead line is generally acceptable. We have also considered whether the effects are nonetheless sufficient to engage other parts of NPS EN-5 to support a change to use underground cable. We conclude that the inherent level		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of effects from a change to cable, do not justify the cost that would be incurred. Additionally the use of underground cable leads to increased technical risk from channel naturalisation and landscape recovery plans and may compromise success of those plans. After consideration of the decision making guidance at paragraph 2.9.25 of NPS EN-5, National Grid concluded that whilst effects to individual receptors may be significant in Environmental Impact Assessment (EIA) terms they do not justify the expected costs and technical complexities of an underground cable design, particularly given the challenging ground conditions and requirement for predominantly open cut trenching through sensitive peat habitats. On this basis, National Grid concludes that the use of an overhead line should be taken forward for the crossing of the Waveney Valley. National Grid has liaised with statutory undertakers regarding third-party services that would be affected by the proposed alignment. The Project includes proposals to replace certain sections of the existing low voltage 11 kV/33 kV and Openreach wood UK Power Networks infrastructure with underground cables within this area. The Landscape and Visual Impact Assessment (LVIA), presented in ES Chapter 13: Landscape and Visual (document reference 6.13), includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects (including those near the Waveney Valley in Sections A and B of the study area).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Financial compensation						
10-27.59	Concern that the Project will devalue property / impact on property value in this section	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-27.60	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
Health, Safety & Wellbeing						
10-27.61	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.				
10-27.62	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the EMF compliance report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and looks to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid have followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				
10-27.63	Concern that the Project poses a safety risk to aircraft (including balloons) in the area / Concern that the Project will impact airfields in this area	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1. Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including two helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory, statutory consultation, targeted consultations, and landowner consultation, including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
Heritage						
10-27.64	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: (ES) Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4).		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5: (ES) Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment.				
10-27.65	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). In some areas archaeological trial trench evaluation has been undertaken and is reported in Appendix 11.5: (ES) Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques. and to take their views into account during Project development.				
10-27.66	Concern about the impact of the Project on Protected Lanes	The potential impact of the Project on Protected Lanes has been carefully considered throughout the routeing and siting process. National Grid has actively sought to reduce the impact on the historic environment, including Protected Lanes, as part of its commitment to preserving the cultural and historic character of the landscape. The assessment of effects on Protected Lanes, where relevant as heritage assets or contributing to the setting of other designated or non-designated assets, has been undertaken in accordance with established best practice and guidance such as Historic England's Good Practice			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Advice Note 3: The Setting of Heritage Assets (2017) and national and local planning policies. The impacts of the Project on the historic environment are set out in Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11), which includes an evaluation of potential physical impacts as well as impacts resulting from changes to setting. The assessment is informed by baseline data and site-specific investigations, including walkover surveys, geophysical survey results, and trial trenching where appropriate. In addition, management measures to minimise and mitigate impacts during construction and operation phases are detailed in Table 6.1 of the Environmental Statement and in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). These documents outline the approach to managing risks to heritage assets, including Protected Lanes, and reflect a commitment to adopting proportionate and appropriate mitigation based on the nature and sensitivity of the asset. We are therefore confident that Protected Lanes have been appropriately considered within a robust and proportionate heritage assessment, supported by consultation with relevant stakeholders and in accordance with national guidance.				
10-27.67	Criticism of the geophysical survey and trial trenching being undertaken within 'high priority'	The high priority geophysical survey areas are focused of sections of the Project which may experience an		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	sections as defined by National Grid and Arcadis / Suggest that priority should also be given to areas of high archaeological potential	impact from proposed underground cable, Cable Seal End (CSE) compounds, temporary construction compounds, substation works or due to the likely medium or high value of potential or known archaeological features. The high priority geophysical areas have been discussed and agreed upon with the relevant Local Planning Authority (LPA).				
10-27.68	Suggest that Table 1.2.3 of the Historic Environmental Section should acknowledge the potential to encounter as yet unknown archaeological heritage assets	National Grid and Arcadis fully acknowledge the potential for as yet unknown below ground archaeological remains. As the Project progresses all areas of below ground impact will be investigated through geophysical survey followed by trial trenching, where deemed appropriate. National Grid recognises that previously unrecorded archaeological remains may be encountered during construction. This contingency is explicitly addressed in the Outline Code of Construction Practice (CoCP) (document reference 7.2) which requires the Project team to notify the relevant Local Planning Authority if an unexpected or more significant-than-anticipated heritage asset is discovered and to agree an appropriate response, whether preservation in situ or investigation and recording, compatible with construction requirements. The same protocol is set out in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). Consequently, the potential for unknown archaeology is already built into the Project's mitigation framework.		X	X	

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10-27.69	Criticism that the provided maps do not show the full extent of the temporary haul road or pylon working areas across the entire route within Suffolk, which will have considerable impacts upon archaeological assets	National Grid carried out targeted consultations on localised changes that would potentially alter the draft order limits for the Project where there were new or different impacts on landowners, communities, and/or the environment. There were some further changes to our proposals, such as the movement of pylons within the Order Limits presented, and minor amendments where we did not feel that consultation was proportionate to the change suggested. Our maps were developed in line with this to show the potential impacts of the changes proposed. All the documents from the statutory consultation remain available on the Project website, including detailed maps of the wider route. The alignment and maps are available as part pf the Development Consent Order (DCO) submission. We believe that all the relevant information required for the public to make informed decisions at our targeted consultations was made available and do not believe that this impacted the feedback we received. The maps and information we required included details of haul roads and working areas where appropriate. Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11) assessed impacts upon all known and project identified archaeological assets and is supported by comprehensive figures for cultural heritage. The		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		archaeological potential of the Project in Suffolk is well understood and mapped against the Project.				
Mitigation						
10-27.70	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('*the Infrastructure EIA Regulations*'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation (and maintenance) of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	X	X	X	
10-27.71	Request to be included within the targeted consultation/s through which National Grid explain what they are now doing to protect the Waveney	National Grid notes the respondent's feedback and suggested alignment, we proposed the change to the alignment between RG102 and RG117 (previously			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Valley in light of opting not to proceed with the Waveney Valley Alternative (the underground option) / Suggest mitigation measures in the Waveney Valley (including at Roydon Fen and Wortham Ling)	RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change was proposed due to the identification of historic assets that need to be avoided as well as impacts on Mellis Common and the opportunity to follow the route of existing pylons. In the absence of new information or evidence, we are therefore not proposing a further change to the alignment at this location.				
PROW (Public Rights of Way)						
10-27.72	Concern about negative impact on PROW / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Requests						
10-27.73	Request for further impact surveys in this section	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.				
10-27.74	Request for details of mitigation strategy for Raydon Wings Airfield, as the updated proposals pass through Runway 09/27, making it unsuitable for fixed wing aircraft	National Grid recognises that disruption to Raydon Wings aerodrome during construction of the proposed underground cable route is likely. National Grid is engaging with the operator to explore the potential for adjustments to the Project design within the proposed Order Limits and limits of deviation to minimise temporary impacts on aviation operations. Construction practices to manage access and further minimise disruption are also subject to discussion. No permanent effects of the underground cable are anticipated for the aerodrome's operations. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	X	X	X	
10-27.75	Suggest that surveys that have previously covered, or will cover, any new field boundaries and the proposed new bellmouth, facing impacts during these works and that they have been/will be comprehensively assessed with regard to potential impacts on important habitats and species	A range of protected species and other ecological surveys have been undertaken across the Order Limits, and the results are outlined in (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). This has included an assessment of priority habitats such as		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	associated with these features (e.g. arable margins and hedgerows)	arable field margin. Impacts have been identified within Section 8.8 of the ES with appropriate mitigation secured through the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape and Ecological Management Plan (document reference 7.4).				
Tourism						
10-27.76	Concern about impact of the Project on tourism	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	X	X	X	

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Visual impact						
10-27.77	Concern about cumulative visual impact of the Project alongside existing overhead lines / concern about wirescape	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Network to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable and also to remove some sections of 132 kV overhead line to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in Chapter 13. The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects Assessment (document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.				
10-27.78	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable. The proposed East Anglia Connection Node (EACN) substation is required to connect customers and the proposed Tilbury	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		North Substation is required to connect the Project into the existing Tilbury Substation These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity. Landscape mitigation is proposed within Environmental Areas around substations and CSE compounds. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
Wildlife / Ecology impact						
10-27.79	Concern about impact of the Project on flightpaths for birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8)	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed.				
10-27.80	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2025 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment (HRA) (document reference 5.3) and agreed with Natural England. Survey results have identified no areas of significant bird collision risk across the Project.	X	X	X	

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		It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) accompanying the Development Consent Order (DCO) application.				
10-27.81	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2025 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
10-27.82	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2025 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
10-27.83	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes protected plants, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid have committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
10-27.84	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.				
10-27.85	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2025 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species.The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		has committed to delivering 10% Biodiversity Net Gain (BNG) with environmental and societal benefits. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
10-27.86	Suggest ecological enhancements as part of the Project	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.			X	

Suffolk 1 Change feedback (Targeted Consultation)

Table 10-28 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
10-28.1	Criticism of consultation materials on this change (Suffolk 1) (please summarise specific criticism in details sheet)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document, including a section on 'Ecology and Biodiversity', agriculture, and mitigations, alongside other environmental considerations. These were sent to properties within the bespoke consultation zone for the relevant change. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The maps we produced were sent to residents as part of an A4 leaflet, but we did provide larger maps at A3 size to several residents on request where they struggled with the small copy. We also had a dedicated phoneline and email address if people had any questions about the documents or proposed changes. The use of Public Rights of Way (PRoW), including bridleways, during construction, continued access will be facilitated where practical and feasible in order to minimise the number of diversions and temporary	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		closures required. Where this is not feasible, the PRoW will either be temporarily diverted, or if the route cannot be diverted, temporarily closed. An Outline Public Right of Way (PRoW) Management Plan (document reference 7.6) has been submitted as part of the application for development consent.				
Design Change (CR)						
10-28.2	Oppose the proposed change - Suffolk 1 (generally)	National Grid notes the respondent's feedback.		X	X	
10-28.3	Support the proposed change - Suffolk 1 (generally)	National Grid notes the respondent's feedback.	X	X	X	
10-28.4	Oppose the Project access to the main compound via the Parkland to the front of the respondent's property e.g., due to unnecessary interference with respondent's property, impact on the use of the dwelling, disrupting the setting and damaging the parkland and features thereof. Criticism that there is limited sense in making positive changes with regards to pylon relocation and cable route alternation to offset that with installation of what will inevitably be a busy access route	National Grid notes the respondent's feedback and believes this is a misinterpretation of the plan provided at targeted consultation. The buffer extending west from the proposed overhead line to the north of Rookery Farm is a proposed temporary utilities connection route to the existing UK Power Network network to provide a temporary feed to the proposed temporary compound located west of RG96. All temporary construction compounds include for the use of generators. UK Power Network connections may be available to supply electricity to the temporary construction compounds. UK Power Network connections would be made where practicable within the Order Limits. However, any UK Power Network connections remain subject to agreement with UK Power Network and landowners. Note in this location the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		connection proposed is south of the planting area identified by the respondent. The temporary construction haul road access is still being taken off Old Bury Road, via haul road to the east of the main compound. The permanent access right to pylons is retained for operational survey and maintenance access along the existing track to the west of Rookery Farm.				
10-28.5	Suggest alternative access points are available and their 'opening up' with vegetation removal would not be objectional to the respondent, leaving the parkland untouched (plan provided by respondent - access points are shown circled red)	National Grid notes the respondent's feedback and believes this is a misinterpretation of the plan provided at targeted consultation. The buffer extending west from the proposed overhead line to the north of Rookery Farm is a proposed temporary utilities connection route to the existing UK Power Network network to provide a temporary feed to the proposed temporary compound located west of RG96. All temporary construction compounds include for the use of generators. UK Power Network connections may be available to supply electricity to the temporary construction compounds. UK Power Network connections would be made where practicable within the Order Limits. However, any UK Power Network connections remain subject to agreement with UK Power Network and landowners. Note in this location the connection proposed is south of the planting area identified by the respondent. The temporary construction haul road access is still being taken off Old Bury Road, via haul road to the east			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of the main compound. The permanent access right to pylons is retained for operational survey and maintenance access along the existing track to the west of Rookery Farm.				
10-28.6	Concern about the impact of the realignment of the Project specifically for Pylon RG95 if the Suffolk 1 change is adopted due to the impact on the junction of Old Bury Road and the A143	Junctions connecting the Primary Access Routes with the Local Road Network and identified as having potential capacity issues due to the Project construction flows have been included in the Transport Assessment (document reference 7.11) submitted as part of the Development Consent Order (DCO) application. The A143 / Old Bury Road junction was not identified as an area of capacity concerns due to the low baseline traffic. Furthermore, the expected maximum number of construction vehicles associated with the Project during the peak construction activity is less than 10 Heavy Goods Vehicles accessing Old Bury Road from the A143 and less than 10 Heavy Goods Vehicles exiting to the A143 from Old Bury Road per hour.			X	
10-28.7	Concern over pylons RG92 and RG93 as they are located within productive arable farmland, and so will impact the use of this land and potentially negatively impact the ability to farm sections of the field	National Grid notes the respondent's feedback. The alignment in this location has been positioned to partly take the alignment of the existing 132 kV overhead line, reduce impacts to a solar farm development and avoid impacts to Brook Farm Airstrip. RG92 and RG93 have been positioned as close to field boundaries as possible to try to reduce impacts to farming, while allowing for space around the pylons for construction. RG93 cannot be positioned closer to the field boundary due to other			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		factors such as reducing impacts to solar development as well as trying to avoid positioning a pylon within the woodland area to the north. We are therefore not proposing a change to the location of these pylons. If you have specific concerns regarding the impact on your land, we encourage you to seek third party advice. Alternatively contact the Lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.				
10-28.8	Oppose the placement of pylon RG099 and RG100, as well as the new construction laydown area alongside Dam Lane (e.g. due to the negative impact on the historic moat by Seethings Wood, historic Dam Lane, and breach of Holford Rule 5)	The Holford Rules have been an important consideration in the development of the design and routeing of the Project (see Appendix I22 of this report). Holford Rule 5 states '*prefer moderately open valleys with woods where the apparent height of towers [pylons] will be reduced, and views of the line will be broken by trees'*. Generally, locations for above ground infrastructure were influenced by the existing landform and vegetation, including belts of woodland. The landform around this section of the Project is largely comprised of a low plateau, which is incised by several river valleys (including the River Waveney). The north/south alignment of the required connection largely runs against the 'grain' of the landscape, with plateaux and valleys generally being on an east/west alignment. As a result, there is little opportunity for options within the Study Area to be routed within moderately open valleys as recommended by Holford Rule 5.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The consideration of landform and site context demonstrates that Holford Rule 5 has informed the design and routeing of the Project where this has been a practicable consideration. Further details on the application of the Holford Rules can be found in the Planning Statement (document reference 5.6) A landscape and visual impact assessment (LVIA) has also been undertaken as part of the EIA and reported in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people in communities and using public rights of way). Chapter 13: Landscape and Visual of the Environmental Statement (ES) is supported by Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This appendix sets out the assessment for visual receptor areas including B1 Wortham and B3 Mellis which are relevant to this feedback relating to the section of the Project containing pylons RG99 and RG100. Proposed pylons RG99 and RG100 respectively fall within the Ancient Plateau Claylands and Rolling Valley Farmlands and Furze Landscape Character Types (LCTs). The landscape assessment within ES Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) contains detail on the assessment of effects of the Project on landscape character.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid has worked to minimise potential impacts on the historic environment and associated settings through strategic routeing and siting measures. Feedback received during statutory consultation, as well as the results of archaeological fieldwork, has informed the development of the design to reduce, as far as practicable, impacts to archaeological remains and historic features in this area. As outlined in the Scoping Report (document reference 6.19), the Study Areas for Historic Environment include the Order Limits and a 250 m buffer for non-designated heritage assets. Furthermore, as stated in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11), settings of negligible and low-value non-designated assets outside the Order Limits have not been assessed, nor have medium or high-value non-designated assets outside the 250 m Study Area, due to the absence of potential for significant effects. This approach has been discussed and agreed with stakeholders, including at the February 2025 thematic working group, as detailed in Table 11.1 of the ES. Therefore, where a non-designated heritage asset of medium value, such as the medieval moat adjacent to Seethings Wood (asset 2260), either intersects with the Order Limits or has a setting that extends into the Order Limits, the impact of the Project on the asset due to				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		change within its setting has been assessed in accordance with EIA methodology. The assessment of asset 2260 concludes that during the construction phase due to physical impact and impact through change to setting, after mitigation there would be a not significant effect due to the small proportion of the asset within the Order Limits. During the operation phase, due to change within the setting, there will be a not significant effect on the asset. No additional mitigation measures are proposed during the operation phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. For the heritage assets along Dam Lane, the impact due to change within the setting of the assets within the Order Limits such as assets 2624, 2625 and 2737 has been assessed within ES Appendix 11.2: Historic Environmental Assessment Tables of the Environmental Statement (document reference 6.11.A2). The effects to all of these assets would be not significant. Also, based on the methodology above, it has been concluded that there will be no significant effects resulting from the Project on the assets outside the Order Limits, such as 2619, 2620, 2623.				
10-28.9	Suggest that Pylon RG94 is relocated west to the field boundary to minimise the impact on arable production	National Grid notes the respondent's feedback. As RG94 is an angle pylon, space is required around the pylon for stringing the overhead lines through the conductors. We are therefore not able to move RG94			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		west to the field boundary without requiring the removal of the woodland to the west. We are therefore not proposing a change to the location of this pylon. If you have specific concerns regarding the impact on your land, we encourage you to seek third party advice. Alternatively contact the Lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.				
10-28.10	Suggest that Pylon RG93 is relocated north into the meadow, a smaller less productive field with improved natural screening	National Grid notes the respondent's feedback. In order to move RG93 north, RG92, RG93 and RG94 would have to increase in height due to increased span lengths in order to ensure safe clearances over the road. This would increase the visual impacts of these pylons and would also increase impacts to Brook Farm Airstrip as well as ecological impacts on the meadow. We are therefore not proposing a change to the location of this pylon.			X	
10-28.11	Suggest that Pylon RG95 is relocated south of the A143 to provide better screening	National Grid notes the respondent's feedback. In order to move RG95 south of the A143, RG94, RG95 and RG96 would have to increase in height due to increased span lengths in order to ensure safe clearances over the road. This would increase the visual impacts of these pylons and would also increase impacts to Brook Farm Airstrip. We are therefore not proposing a change to the location of this pylon.			X	
10-28.12	Criticism that the airstrip and the model flying club have been given a disproportionate amount of	The model flying airstrip is a legitimate and established use with established guidance in place to define			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	weight as the use of the airstrip is minimal / Suggest that the model flying club could be re-located at less cost to the project than the cost of the impact of the proposed realignment	appropriate activity. National Grid considers that finding an alternative site will be more challenging than the respondent assumes and considers that this will largely transfer effects to a different group of receptors. Given that the level of effect is considered to be acceptable in planning terms National Grid does not consider the proposed relocation of the club to be a proportionate response compared with the adjustment to the line. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-28.13	Concern that pylons RG95-RG102 and associated works will cause harm to the trackway of Dam lane	National Grid notes the respondent's feedback. Dams Lane will be crossed by the proposed haul road with associated bellmouths. National Grid and their contractors will take every precaution to avoid damage to the existing highway during construction. Where this is unavoidable, temporary measures will be implemented and reinstated accordingly post completion of the works.			X	
10-28.14	Suggest that undergrounding of the 132kV line should be explored further to PK40 (near Elm Vale Farm)	National Grid must balance its mandate to be economic and efficient against the cumulative impact of multiple overhead lines. Further undergrounding of the UK Power Network PK line beyond PKF35 was not assessed to have sufficient drivers to do so to warrant		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the additional cost and impacts to additional receptors by extending the cable and works further towards the substation.				
10-28.15	Suggest that overhead lines are used across the A143 to avoid roadside vegetation loss	National Grid notes the respondent's feedback. The alignment is proposed to cross the A143 as overhead line between pylons RG95 and RG96 at the A143. To the east of the alignment the Order Limits also cross the A143 where the Project intends to remove a section of the existing UK Power Network overhead line back to PKF35 which is north of the A143. The existing overhead line will be removed and diverted as underground cables south to PKF16 where it will transition back to overhead line. This section of the existing overhead line is being removed to facilitate space for the alignment and thus reducing cumulative impacts. There for this cross of the A143 will be via underground cable. The amount of vegetation lost will be kept to the minimum required by the contractors to install the cables.		X	X	
10-28.16	Suggest the project route is changed from RG102 and RG109 to avoid the end of Burgate Little Green, mitigating the impact on listed buildings on the Gislingham Road and to avoid Whitmore's Wood and Big Wood (see map provided by respondent)	National Grid notes the respondent's feedback and suggested route change between RG102 and RG109. The alignment was previously moved further from Mellis Common, to avoid historic assets such as moats that were identified through consultation with Historic England as well as in order to follow the route of the existing 132 kV overhead line which is now proposed to be placed underground. We are therefore not proposing			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		a further change to the alignment to move back closer to Mellis Common at this location as suggested. The Order Limits do not encompass Whitmore's Wood and Big Wood which therefore will not be impacted. We have undertaken an Environmental Impact Assessment (EIA) which assesses the impacts on the Project and proposes mitigation where required. The findings of the assessment are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) which accompanies our application for development consent.				
10-28.17	Suggest pylon RG92 is relocated to the edge of the field to ensuring irrigation runs and farming operations can continue uninterpreted	National Grid notes the respondent's feedback. RG92 is positioned as close to the field boundary as possible while allowing for space for construction. We are therefore not proposing a change to the location of this pylon. If you have specific concerns regarding the impact on your land, we encourage you to seek third party advice. Alternatively contact the Lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	X		X	
10-28.18	Concern for the overlap of the Project's overhead transmission line and associated works with solar PV panels, which would reduce the generating capacity of the Grange Solar Farm by up to 6.59MWp from the current designed 67.2MWp capacity, depending on the nature and extent of restrictions in place. The extension to the undergrounding of the existing 132	National Grid notes the respondent's feedback. We have amended the route for the undergrounding of the existing 132 kV overhead line to avoid interaction with the substation. We have routed and sited the alignment to reduce interactions with the solar development as far as possible.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	kV line shown in Targeted Consultation has increased the Project's boundary to overlap with the substation for Grange Solar Farm. If the substation required relocation to another part of the Site, this would further increase the loss of generating capacity (plan provided by respondent)	We will continue to engage with developers throughout the next stages of the Project. If you have specific concerns regarding the impact on your development, we encourage you to contact the Lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.				
10-28.19	Request that the design of the Grange Solar Farm and its significant contribution to the transition to net zero be taken into account when developing the Project. Request alternative options that avoid and minimise impacts on the solar generating capacity should be progressed. This includes engaging with PS Renewables on any elements of the design that will be 'fixed' in the DCO application as soon as possible	National Grid notes the respondent's feedback. We have amended the route for the undergrounding of the existing 132 kV overhead line to avoid interaction with the substation. We have routed and sited the alignment to reduce interactions with the solar development as far as possible. We will continue to engage with developers throughout the next stages of the Project. If you have specific concerns regarding the impact on your development, we encourage you to contact the Lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.			X	X
10-28.20	Suggest relocating the laydown site and RG93 to a less intrusive location further from residential properties to reduce visual intrusion, property disruption and EMF related concerns	National Grid notes the respondent's feedback. The proposed material laydown area has been reduced in size and moved away from the adjacent property. It is required to be located adjacent to the public highway to provide access to enable stone to be stored to construct the haul road. Locating the laydown area east of the current alignment would impact a field which is currently unaffected by the Project. In order to move RG93 north, away from properties, RG92, RG93 and RG94 would	X		X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		have to increase in height due to increased span lengths in order to ensure safe clearances over the road. This would increase the visual impacts of these pylons and would also increase impacts to Brook Farm Airstrip. We are therefore not proposing a change to the location of this pylon. We have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual amenity. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.				
10-28.21	Suggest relocating construction activities near Lion Road Junction (Pylon RG93) into the adjacent fields to minimise traffic congestion and safety concerns at a renowned accident blackspot, ensuring safer and more efficient road usage during construction	National Grid notes the respondent's feedback. The proposed material laydown area has been reduced in size away from the adjacent property. It is required to be located adject to the public highway to provide access to enable stone to be stored to construct the haul road. Locating the laydown area east of the current alignment would impact a field which is currently unaffected by the Project. The historic accidents in this area date back prior to the construction of the highways safety improvements and the closure of the Mental Health Hospital, St John's House. These developments have resulted in a better arrangement and reduced turning movements. The proposed bellmouth access in this location has undergone a Road Safety Audit (RSA) which recommendations will be implemented as part of the detailed of the access.	X	X	X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The outcome of the RSA recommendations combined with the highway improvements recently constructed and reduce movements following the closure of the hospital reduce the accident risk in this area.				
10-28.22	Suggest that Pylon RG92 is relocated to the edge of the field to preserve the functionality of Grade 3A / 3B irrigated farmland and minimise the disruption to agricultural operations	National Grid notes the respondent's feedback. RG92 is positioned as close to the field boundary as possible while allowing for space for construction. We are therefore not proposing a change to the location of this pylon. If you have specific concerns regarding the impact on your land, we encourage you to seek third party advice. Alternatively contact the Lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	X		X	
10-28.23	Suggest relocating RG92 to reduce the proximity to the working farmyard and ensure that farming operations remain unhindered	National Grid notes the respondent's feedback. RG92 is positioned as close to the field boundary as possible while allowing for space for construction. We are therefore not proposing a change to the location of this pylon. If you have specific concerns regarding the impact on your land, we encourage you to seek third party advice. Alternatively contact the Lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	X		X	
Heritage						
10-28.24	Suggest relocating RG92 to reduce the proximity to the working farmyard and ensure that farming operations remain unhindered	Potential physical impacts to archaeology resulting from the 132 kV diversion and associated compound areas will be subject to archaeological evaluation in line with		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the specification used for the main works. This will include geophysical survey and trial trenching.				
Wildlife / Ecology Impact						
10-28.25	Suggest relocating RG92 to reduce the proximity to the working farmyard and ensure that farming operations remain unhindered	National Grid notes the respondent's feedback. In order to provide a compliant access crossing the public highway visibility splays are required. This will mean retaining and cutting back vegetation in the vicinity of the crossing as well as some removals. National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the project. The iterative design process sought to avoid areas of highest concern. The proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety have been developed. This includes temporary traffic management measures such as speed limit reductions and/or temporary signals. Post construction the bellmouth will be removed and the vegetation reinstated. More details on the bellmouths can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).			X	

Suffolk 2 Change feedback

Table 10-29 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Community / Social impact						
10-29.1	Concern that Pylons RG118, RG119 and compounds will result in restricted vehicle access and closure of public footpaths to the Thornham Wildlife Site, if Suffolk 2 change is adopted	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. The effects on existing PRoW would be mitigated where possible, maintaining access where practicable, with temporary closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. An Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) has will been prepared and submitted with the application for development consent. Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) provides an			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessment of the walker, cyclist and horse-rider delays for the PRoWs if it is expected that there would be a temporary maximum increase in journey length for more than four weeks in any 12-month period. The Outline PRoW Management Plan has defined the management of the PRoW in the area around pylons RG118 and RG119. The PRoW will be temporarily closed for the duration of the works with managed access, that is, allowing a safe passage throughout of the PRoW users i.e. footpaths W-267/021/0 and 267/022/0. Therefore, movement towards the Thornham Wildlife Site should not be significantly affected near to Pylons RG118 and RG119. The overall effect on PRoW users has been classified as not significant.				
Consultation						
10-29.2	Criticism of consultation materials on this change (Suffolk 2) (please summarise specific criticism in details sheet)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document which included a section on 'Hydrology, Land drainage, and Flood risk'. These were sent to properties within the bespoke consultation zone for the relevant change. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the targeted consultations was considered proportionate to the changes being consulted upon.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The use of Public Rights of Way (PRoW), including bridleways, during construction, will be facilitated where practical and feasible in order to minimise the number of diversions and temporary closures required. Where this is not feasible, the PRoW will either be temporarily diverted, or if the route cannot be diverted, temporarily closed. An Outline Public Rights of Way Management Plan (document reference 7.6), has been submitted as part of this application for development consent.				
Design Change (CR)						
10-29.3	Oppose the proposed change - Suffolk 2 (generally)	National Grid notes the respondent's feedback.			X	
10-29.4	Support the proposed change - Suffolk 2 (generally)	National Grid notes the respondent's feedback.	X	X	X	
10-29.5	Suggest the Project is routed over the railway line before the bridge on the Thornham Road and then carries on parallel with the railway line, putting the next pylon on a small meadow near the next bridge	National Grid has considered the respondent's feedback. We previously proposed a change to the alignment between RG113 and RG118 (now RG119) which would move RG115, RG116, RG117 and RG118 further east away from Gislingham. RG117 would also then be positioned on the other side of a copse. Crossing the railway at the location suggested would result in the loss of a greater amount of woodland to the east of the railway and would be closer to a campsite and venue to the east. Therefore, we are not proposing a change to cross the railway at this location.			X	
10-29.6	Suggest the Project continues north-eastwards and run parallel to the east of the trainline, before	National Grid has considered the respondent's feedback. We previously proposed a change to the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	crossing where the train line drops down again, putting the pylon in the field around the area of What3Words location stormy.mixture.hedgehog. (e.g., to reduce the possibly for an additional pylon, to increase the proximity of the pylons and power lines to the residents of Gislingham, to ensure the small wooded area that is to the west of pylon RG117 (walking.spruced.biked) is not surrounded on 2 sides by pylons and powerlines, to ensure the meadow land between RG118 and RG119 would not be impacted)	alignment between RG113 and RG118 (now RG119) which would move RG115, RG116, RG117 and RG118 further east away from Gislingham. RG117 would also then be positioned on the other side of a copse. Crossing the railway at the location suggested would result in the loss of a greater amount of woodland to the east of the railway and would be closer to a campsite and venue to the east. Therefore, we are not proposing a change to cross the railway at this location. We have undertaken an Environmental Impact Assessment (EIA) which assesses the impacts on the Project and proposes mitigation where required. The findings of the assessment are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) which accompanies our application for development consent.				
10-29.7	Concern about the impact of relocating Pylon RG115 (e.g. if re-located as proposed then this pylon would sit on the entrance of the footpath and bridleway, and would be located closer to residents)	Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15) assesses the potential impact on Public Right of Way (PRoW) users during construction and operation. An Outline Public Right of Way Management Plan (document reference 7.6) has been submitted as part of this Development Consent Order (DCO) application. This document sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The Outline PRoW Management Plan has defined the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		management of the PRoW located adjacent to RG115, which is W-267/014/0 (a bridleway) and shares the same path with Gislingham Circular Route 2. The Outline Public Right of Way Management Plan (document reference 7.6) states that W-267/014/0 will be temporarily closed with managed access for the duration of works (current indicative duration of four years), that is, allowing a safe passage throughout for the PRoW and Gislingham Circular Route 2 users. The only footpath located near RG115 is W-267/014/A, which falls beyond the Order Limits. Hence, access disruption is not anticipated during construction and operation.				
10-29.8	Suggest that the Project is re-routed from pylon RG117 to RG119, crossing the railway line a few hundred meters to the north of Thornham Road, where there is adequate clearance (e.g. mitigating visual impact, impact on farm, ancient trees, water meadows, long standing hedgerows, listed building, and habitats, moving the Project away from the flood plain, providing a more appropriate tree lined backdrop for a more easterly angle tower, providing a more appropriate location for a construction compound, and making use of open land to the east of the railway line)	National Grid has considered the respondent's feedback. We previously proposed a change to the alignment between RG113 and RG118 (now RG119) which would move RG115, RG116, RG117 and RG118 further east away from Gislingham. RG117 would also then be positioned on the other side of a copse. Crossing the railway at the location suggested would result in the loss of a greater amount of woodland to the east of the railway and would be closer to a campsite and venue to the east. Therefore, we are not proposing a change to cross the railway at this location. We have undertaken an Environmental Impact Assessment (EIA) which assesses the impacts on the Project and proposes mitigation where required. The findings of the assessment are presented in the Environmental			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Statement (ES) (document reference Volume 6: Environmental Statement) which accompanies our application for development consent.				
10-29.9	Suggest that the Project is crosses the railway line at Pylon RG117 as per plan provided by respondent (e.g. for reasons including re-locating the Project a further 225 to 250 metres away from the village of Gislingham, taking advantage of screening from the railway line, Swattesfield Campsite is only open from April to September, the issue relating to the embankment can be avoided with this proposed alignment, mitigating the impact on listed buildings, avoiding the need for a haul road on respondents land, and removing construction traffic from Thornham Road which is not a suitable route)	National Grid has considered the respondent's feedback. We previously proposed a change to the alignment between RG113 and RG118 (now RG119) which would move RG115, RG116, RG117 and RG118 further east away from Gislingham. RG117 would also then be positioned on the other side of a copse. Crossing the railway at the location suggested would result in the loss of a greater amount of woodland to the east of the railway and would be closer to a campsite and venue to the east. Therefore, we are not proposing a change to cross the railway at this location. We have undertaken an Environmental Impact Assessment (EIA) which assesses the impacts on the Project and proposes mitigation where required. The findings of the assessment are presented in the Environmental Statement (ES) (Volume 6: Environmental Statement) which accompanies our application for development consent. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The proposed bellmouth junctions and primary access routes have undergone Road Safety Audits, and mitigation measures for road safety have been developed. This includes temporary traffic management measures such as speed limit reductions and/or temporary signals. Where visibility is limited or the public highway is narrow and vehicles cannot pass each other safely, vehicle passing places and waiting areas have been proposed to address the concerns raised. Post construction the bellmouth and mitigations will be removed and the vegetation reinstated. More details on the bellmouths can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
10-29.10	Suggest that the undergrounding of the UKPN line should be extended to PKF14 to reduce the concentration of energy infrastructure at Burgate Road	National Grid must balance its mandate to be economic and efficient against the cumulative impact of multiple overhead lines. Further undergrounding of the UK Power Network PK line beyond PKF16 was not assessed to have sufficient drivers to do so.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Environmental impact						
10-29.11	Concern that Pylon RG118 will be relocated into flood zone 3 if Suffolk 2 change is adopted. Suggest that compensatory storage is required if this is in the 1:100 plus climate change outline	Commitment W17 in the Outline Code of Construction Practice (CoCP) (document reference 7.2) secures that, for events up to and including the 1% annual exceedance probability (1:100) flood event plus climate change, where pylons are located within the fluvial floodplains of watercourses, compensatory storage within the Order Limits will be provided for loss of floodplain storage. This principle has been discussed and agreed with the Environment Agency and would prevent any potential for increases in fluvial flood risk.	X		X	
10-29.12	Suggest that the undergrounding of the UKPN line should be extended to PKF14 to reduce the concentration of energy infrastructure at Burgate Road	National Grid note the respondent's comments. The material laydown area in question is located far enough away from the vegetation meaning we would not need to remove any of it.		X		
10-29.13	Concern that developing settled agricultural and, building roads and associated drainage gully's will have a detrimental effect, with issues such as pollution, run off and damage to heavy clay subsoil drainage infrastructure	Detailed Agricultural Land Classification (ALC) surveys have been undertaken to determine and clarify the soil resources present, the results of which are presented in full in ES Appendix 6.1 Agricultural Land Classification Report (document reference 6.6.A1) of the Environmental Statement (ES). The Outline Code of Construction Practice (CoCP) (document reference 7.2) details that consultation with affected landowners will be carried out to investigate the current extent of land drainage. A scheme of pre-construction land drainage will be designed with the intent of maintaining the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		efficiency of the existing known land drainage system and to assist in maintaining the integrity of the working area during construction, thereby reducing damage to heavy clay subsoil drainage infrastructure. The Project will also consider surface water runoff and pollution control measures and is committed to adopting suitable Sustainable Drainage techniques to both treat and attenuate rainfall runoff arising from the Project during its construction and operation, to prevent increased pollution and surface water flood risk. A Surface Water Management Plan will be prepared prior to construction. This is secured through a Requirement in the draft Development Consent Order (document reference 3.1).				
Primary Access Routes / Haul Road / Construction Compounds						
10-29.14	Concern about the impact of relocating the bellmouth on Major Lane 200m to the east if the Suffolk 2 change is adopted	National Grid notes the respondent's feedback. The proposed bellmouth junctions have undergone Road Safety Audits (RSA), and mitigation measures for road safety have been developed. This includes temporary traffic management measures such as speed limit reductions and/or temporary signals. Where visibility is limited or the public highway is narrow and vehicles cannot pass each other safely, vehicle passing places and waiting areas have been proposed to address the concerns raised. RSAs for all bellmouths can be found within the Transport Assessment (document reference 7.11).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Post construction the bellmouth and mitigations will be removed and the vegetation reinstated. More details on the bellmouths can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Chapter 16: Traffic and Transport of the Environmental Statement (ES) (document reference 6.16) identified that there would be no likely significant effects as a result of the construction of the Project.				

Suffolk 3 Change feedback

Table 10-30 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Community / Social impact						
10-30.1	Concern that respondent has no legal access to the public highway due to the draft order limits, with no access to the road from respondent's driveway where Wimble Lane meets Lamberts Lane	National Grid and their contractors shall continue to engage with the respondent and will ensure access arrangements during construction maintain right of access to the property in question.			X	
Consultation						
10-30.2	Criticism of consultation materials on this change (Suffolk 3) (please summarise specific criticism in details sheet)	National Grid notes the respondent's feedback. The changes to Suffolk 3 included the repositioning of a haul road to follow field boundaries. This was shown in the consultation leaflet maps and was reflected by a black hatch, as was shown in the key. The use of Public Rights of Way (PRoW), including bridleways, during construction, will be facilitated where practical and feasible in order to minimise the number of diversions and temporary closures required. Where this is not feasible, the PRoW will either be temporarily diverted, or if the route cannot be diverted, temporarily closed. On Outline Public Rights of Way Management Plan (document reference 7.6) has been prepared		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		submitted as part of this application for development consent. We acknowledge that there was a slight inconsistency in the consultation documents produced for Suffolk 3 regarding the number of angle pylons in the proposed change. The annotated maps and Environmental Impact of Change document were both correct.				
Design Change (CR)						
10-30.3	Oppose the proposed change - Suffolk 3 (generally)	National Grid notes the respondent's feedback.			X	
10-30.4	Support the proposed change - Suffolk 3 (generally)	National Grid notes the respondent's feedback.	X	X	X	
10-30.5	Concern about the impact of Pylon RG136 (previously presented as Pylon RG135) if the Suffolk 3 change is adopted (e.g. if it was to become an angle pylon)	National Grid notes the respondent's feedback. An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation to reduce effects. In terms of landscape and visual effects the Environmental Implications of Change for Suffolk 3 reported that there would be no change to the type or significance of landscape and visual effects as a result			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of the proposed change, when compared to the design and PEIR presented at statutory consultation. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA and reported in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people in communities and using public rights of way). ES Chapter 13: Landscape and Visual (document reference 6.13) is supported by ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This appendix sets out the assessment for visual receptor areas including B4 Finningham and Gislingham and B5 Wickham Skeith which are relevant to this feedback relating to the section of the Project containing pylon RG136. Proposed pylon RG135 falls within the Plateau Claylands Landscape Character Type (LCT). The landscape assessment within Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) of the Environmental Statement (ES) contains detail on the assessment of effects of the Project on landscape character.				
10-30.6	Suggest pylons RG131 to RG135 are moved further north, closer towards the field boundaries / Criticism	National Grid notes the respondent's feedback. It is not possible to move RG131 to RG135 all to field boundaries as this would require increased tree removal.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	that this change this has not been included in the Targeted Consultation	That said we have sought to reposition some pylons close to field boundaries and repositioned the haul road around field edges where possible. We are not proposing a further change to the alignment in this location. If you have specific concerns regarding the impact on your land, we encourage you to seek third party advice. Alternatively contact the Lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.				
10-30.7	Concern over pylons RG138 and RG139 due to their impact on ancient Wimble building and surrounding habitat, due to the pylons being less than 100m from the property. Suggest the pylons are moved further west and come round the back of 'The Thickett' ancient woodland before they then run parallel to One Hundred Lane bridleway	National Grid notes the benefit of change from the respondent's perspective, pushing the pylons further to the side of the main southerly aspect, but also note that the nearest pylon is at about 150 m separation from the property (which may be reduced by 20 m to 30 m through limits of deviation) and that there is no specific minimum separation to be achieved. However, if implemented the change would transfer effects to other receptors and is considered less preferred compared with the alignment. Routeing to the west of 'The Thickett' is constrained by the route of a high pressure gas pipeline that guides the position of the angle pylon further to the west. This then requires an alignment and pylon positions that are closer to a greater number of listed buildings and is also a slightly longer alignment with a similar number of angle pylons reducing consistency with Holford Rules in both cases (a summary of the Holford Rules is included in Appendix I22 of this report). On that basis no change is proposed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-30.8	Suggest that the Project is routed 10 miles further west, in Elmstead, if the Suffolk 3 change is adopted (i.e. where National Grid hosted the Statutory Consultation even in the Village Hall)	National Grid notes the respondent's suggestion to deviate to Elmstead, but in the absence of evidence or the identification of new factors to justify such an extensive diversion continue to prefer the project alignment. Section 4.3 of the 2022 Corridor and Preliminary Routeing and Siting Study (available on the Project website) considered such wider diversions but concluded that there was no justification for the adoption of fundamentally longer routes such as that proposed in this case given the greater environmental and socio-economic effects typically associated with much longer routes.			X	
10-30.9	Suggest extending Pylon RG143 north-west in a straight line that follows One Hundred Lane, going behind the woodland known as "The Thickett", as well as extending RG136 south-west in a straight line, joining the two with an angled pylon (i.e. follow the same route as the high pressure gas line before turning south east and going behind 'The Thickett', then be using Eldens Lane and One Hundred Lane as backdrops to help blend the pylons into the landscape)	National Grid notes the benefit of change from the respondent's perspective, pushing the pylons further to the west beyond Eldens Lane / One Hundred Lane. However, if implemented the change would transfer effects to other receptors and is considered less preferred compared with the alignment. Routeing to the west of 'The Thickett' is constrained by the route of a high pressure gas pipeline that guides to the position of the angle pylon relatively more to the west. This then requires an alignment and pylon positions that are closer to a greater number of listed buildings and is also a slightly longer alignment with a similar number of angle pylons reducing consistency with Holford Rules in both cases. In respect of blending in better this is influenced from the perspective of the observer with benefits to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		some offset by disbenefits for others. For these reasons no change is proposed.				
10-30.10	Suggest that the Project between RG136 and RG137 is relocated as per the attached plans (e.g. to minimise disruption to farming operations and reduce compensation payments due to the landowner, there is already an existing track in place)	The impact of permanent pylon footings on agricultural land is assessed in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES). Design has sought to minimise impacts on farming activities when considering pylon locations, including RG136 and RG137. The pylon footings cover a relatively small area of land proportional to field sizes; therefore, the impact on farming activities and agricultural yields should be small. Should a landowner feel that they are owed compensation or would like to discuss how or when compensation is payable, they should contact the Projects Land team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Landowners can also refer to the National Grid Land Rights Strategy or the compensation code for further information.			X	

Suffolk 4 Change feedback (Targeted Consultation)

Table 10-31 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change (CR)						
10-31.1	Oppose the proposed change - Suffolk 4 (generally)	National Grid notes the respondent's feedback.			X	
10-31.2	Support the proposed change - Suffolk 4 (generally)	National Grid notes the respondent's feedback.		X	X	
Health, Safety & Wellbeing						
10-31.3	Concern about public health impacts deriving from the positioning and use of the construction compound, that have not been considered in the PEIR	Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) includes an assessment of the impacts of the Project on health and wellbeing, including a focus on construction impacts as they relate to the wider determinants of health such as air quality, noise and visual impacts. Reference has been made in the assessment to relevant mitigation measures as they relate to these aspects (for example reference to dust mitigation measures as set out in ES Chapter 7: Air Quality (document reference 6.7)). The Outline Code of Construction Practice (document reference 7.2) also contains reference to relevant mitigation measures, particularly in relation to noise and air quality.		X	X	

Suffolk 5 Change feedback (Targeted Consultation)

Table 10-32 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
10-32.1	Criticism of consultation materials on this change (Suffolk 5) (please summarise specific criticism in details sheet)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document. These were sent to properties within the bespoke consultation zone for the relevant change. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the Targeted consultations was considered proportionate to the changes being consulted upon. The removal of the existing 132 kV overhead line is not being considered as part of this proposed change so details of this were not included in the maps or documents produced to support this consultation.		X	X	
Design Change (CR)						
10-32.2	Support the proposed change - Suffolk 5 (generally)	National Grid notes the respondent's feedback.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Heritage						
10-32.3	Concern that the undergrounding of the 132 kV line has the potential to cause changes to groundwater levels, which could lead to the de-watering if important archaeology, such as preserved organic remains, peat deposits and organic silt deposits which may exist. Suggest there should be provision to assess these impacts	The groundwater risk assessment included as Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment of the Environmental Statement (ES) (document reference 6.9.A3) concludes that within the majority of the areas of the Project, groundwater is unlikely to be encountered and that dewatering (requiring lowering of the groundwater levels rather than incidental pumping out of surface water ingress into excavations) within the Project is generally unlikely to be required for the majority of the elements of the Project and therefore there are unlikely to be changes to groundwater levels. If dewatering is anticipated or found to be required following detailed design, a Hydrogeological Risk Assessment will be undertaken in accordance with Commitment GH11 in the Outline Code of Construction Practice (document reference 7.2) to ensure that there are no impacts to surrounding groundwater receptors. The Chapter 11: Historic Environment of the ES (document reference 6.11) details the assessment of the potential residual effects of the Project on the Historic Environment. This chapter covers, among other things, the direct physical effects on archaeology during construction (including from movement of contaminants or pollutants and permanent changes to groundwater flows as a result of underground cabling).		X	X	

Suffolk 5 Change feedback (Targeted Consultation)

Table 10-33 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Construction impacts						
10-33.1	Concern about the interaction of the Project with low overhead power lines and underground water pipelines along Sandpits Lane / Concern that no measures have been proposed to protect these low overhead power lines and underground water pipelines or to provide alternative routes / supplies	National Grid is working and consulting with all third party statutory utility owners including UK Power Network, BT Openreach and Anglian Water. Where required, appropriate mitigations would be agreed in order to negotiate such existing infrastructure. At Sandpits Lane mitigation measures have been included to uplift the existing UK Power Network asset to allow safe vehicular access. Working in proximity to existing utility assets (both above ground and buried is common practice for National Grid and their contractors. National Grid and their contractors shall adhere to relevant Health and Safety Executive (HSE) and National Grid specific legislation, policy and guidance when constructing, operating and maintaining the Project. In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and visible and likewise as part of the consultation process, we contact all third-party utility providers in the area. This would be	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reviewed as the Project progresses through the Development Consent Order (DCO) application submission. An Outline Code of Construction Practice (CoCP) (document reference 7.2) and an Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) has been prepared and submitted with the DCO application. These documents provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase.				
10-33.2	Criticism that National Grid are planning to undertake construction activities between 7am-7pm on weekdays, and 8am-5pm at weekends and bank holidays. Request that National Grid shorten working days working day to 9am-5pm, and do not work at the weekends	National Grid acknowledges the concerns raised regarding the proposed construction working hours and the request for a shorter working day with no weekend working. As set out in the Outline Code of Construction Practice (CoCP) (document reference 7.2), the assumed core working hours for the project are: Mondays to Fridays: 07:00–19:00 Saturdays, Sundays and Bank Holidays and other public holidays : 07:00–17:00 These hours have been identified to support the delivery of a large, complex linear infrastructure project that involves multiple construction sites across a distance of approximately 184 km. The proposed	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		working hours provide the flexibility needed to manage the logistics and sequencing of works efficiently and to avoid unnecessary delays that could extend the overall construction programme. We recognise the importance of minimising disruption to local communities. Any out-of-hours or weekend working would be undertaken only where required and would be subject to consultation with the relevant local planning authorities. In addition, construction activities likely to result in higher levels of noise or disruption would be managed carefully and may be subject to further controls or restrictions, including potential agreements under Section 61 of the Control of Pollution Act 1974, where appropriate. National Grid remains committed to ongoing engagement with local authorities and communities and will seek to balance the need for efficient delivery with sensitivity to local impacts.				
Consultation						
10-33.3	Criticism of consultation materials on this change (Suffolk 6) (please summarise specific criticism in details sheet)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document, including a section on 'Ecology and Biodiversity', agriculture, and mitigations, alongside other environmental considerations. These were sent to properties within the bespoke consultation zone for the relevant change. We also published a	X		X	

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		consultation strategy and overview map. All these documents remain available on the Project website. The maps we produced were sent to residents as part of an A4 leaflet but we did provide larger maps at A3 size to several residents on request where they struggled with the small copy. We also had a dedicated phoneline and email address if people had any questions about the documents or proposed changes. The maps we produced used data from the latest OS mapping software, however we are aware that some more recent developments might not be fully shown on these maps. We use a wide range of sources when developing our proposals to ensure a thorough knowledge of the local area and how our proposals might impact communities. We apologise for any confusion caused by data shown on the maps and had a dedicated phoneline and email address if anyone had questions about the documents produced or the proposed changes.				
10-33.4	Criticism that National Grid have relied on advice from their aviation consultants but not considered the concerns of the Raydon Wings Aerodrome	National Grid has appointed an independent aviation consultancy which has consulted with Raydon Wings aerodrome (with National Grid also present) to prepare and inform its aviation impact assessment, and to enable the operator's feedback to be considered during the development of the Project's design, with design changes implemented to minimise aviation impacts. National Grid considers its approach to be consistent with the instructions and guidance of the Overarching National Policy Statement (NPS) for Energy (EN-1) as			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		well as with engagement undertaken with other aerodromes potentially impacted by the Project. National Grid has consulted the aerodrome throughout the pre-application process, including at each consultation. The feedback received has been considered, reported on and responded to within each consultation feedback report. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-33.5	Criticism that National Grid have not provided Raydon Wings aerodrome with the Airport Services Association (ASA) report	During National Grid's recent engagement with Raydon Wings a summary of the key findings of the aviation impact assessment has been shared to enable the operator's review of the acceptability of the Project design. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	
10-33.6	Criticism that the ASAs position in relation to obstacle safeguarding at unlicenced aerodromes (such as Raydon Wings) contradicts the position of the CAA who recommended engagement with Raydon Wings / Criticism that National Grid have not meaningfully engaged with Raydon Wings	National Grid has appointed an independent aviation consultancy which has consulted with Raydon Wings aerodrome (with National Grid also present) to prepare and inform its aviation impact assessment, and to enable the operator's feedback to be considered during the development of the Project's design, with design			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	aerodrome and that the concerns of the aerodrome seem to have been dismissed at an early stage on the basis that Raydon Wings is an unlicensed aerodrome	changes implemented to minimise aviation impacts. National Grid considers its approach to be consistent with the instructions and guidance of the Overarching National Policy Statement (NPS) for Energy (EN-1) as well as with engagement undertaken with other aerodromes potentially impacted by the Project. National Grid engaged and consulted the aerodrome at each consultation and received feedback from the aerodrome at each consultation. Meetings have also been held throughout the pre-application period. The feedback received at each stage has been responded to through published consultation feedback reports. We have considered the feedback throughout the pre-application process. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-33.7	Criticism that consultation leaflet states that feedback asked National Grid to reduce construction impacts on residential areas and farmland, but the response to shift the damage from the B1070 to agricultural fields does not resolve the problem	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The access road diverting construction traffic around Holton St Mary is temporary. Land used temporarily will be reinstated where practicable to its pre-construction condition and use (or a condition discussed with the landowner). Soil disturbance as a result of the temporary access road would be effectively mitigated following good practice soil handling measures, as outlined in Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (document reference 7.2).				
10-33.8	The current consultation must be delayed until residents of Holton St Mary and Raydon are consulted on alternatives options to Suffolk 6 and to the Project, and until National Grid are in a position to provide more accurate reference materials	National Grid held several rounds of targeted consultation in Norfolk, Suffolk, Essex and Thurrock in the first half of 2025. The options we consulted on were alternatives to our 2024 preferred draft alignment. These changes were not final and we continued to develop our proposals following the feedback we received at targeted consultations. We have assessed and considered alternatives to our wider proposals as we've developed our plans. In doing so we have concluded that there is no alternative that can meet the requirements placed on us as a regulated business and be delivered on time. As a result, we did not consult on alternative proposals which would not meet the requirements placed on us. Further information on how we considered these alternatives is available in our 2025 Strategic Options Backcheck and Review (SOBR) (document reference 7.17) which is submitted as part of our application for Development Consent.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The materials we produced to support the targeted consultations included a consultation leaflet, Environmental Impacts of Change document, and maps of the proposed change. These included the relevant information for members of the public to make informed feedback on the proposals.				
10-33.9	The respondent considers that the additional noise, dust and disruption the new temporary access road will cause to those residents living to the north of the B1070 in Holton St Mary, is unreasonable and at unsafe noise / dust levels, and requests for the studies conducted by National Grid to demonstrate that the proposed temporary construction access road is a safe solution from a noise, dust, disturbance and light pollution perspective to be provided	National Grid has undertaken an Environmental Impact Assessment (EIA) which assesses potential construction impacts of the Project and is presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). Assessments of construction noise, vibration and traffic noise are presented in Environmental Statement (ES) Chapter 14 Noise and Vibration (document reference 6.14). In Holton St Mary, the assessments show: one location with potential for significant construction noise effects, without mitigation; and three locations with potential for significant construction vibration effects, without mitigation. Mitigation in the form of best practicable means (BPM) will be used. With BPM the assessment shows residual impacts to be negligible or minor. Detailed construction noise and vibration assessments will be undertaken by the contractor prior to starting works and specific mitigation measures will be identified and implemented. The construction traffic noise assessment is presented in Appendix 14.2: Construction Traffic Noise	X		X	

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		Assessment of the Environmental Statement (ES) (document reference 6.14.A2). The assessment indicates that significant adverse effects from construction traffic noise are not expected in or around Holton St Mary. Environmental Statement (ES) Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in Environmental Statement (ES) Chapter 7: Air Quality (document reference 6.7), and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. The air quality construction traffic assessment is presented in Appendix 7.3: Air Quality Assessment Results of the Environmental Statement (document reference 6.7.A3). The nearest human receptor in this area is HR_20, located adjacent to B1070. Predicted				

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		pollutant concentrations at this location are well below the relevant air quality standards. The assessment concludes that significant adverse effects from construction traffic emissions are not expected in or around Holton St Mary. Construction lighting will be of the lowest luminosity to safely perform each task and include motion sensors or be switched off when not in use where it is safe and efficient to do so lighting to reduce the potential for effects of concern. Task-specific lighting will be assessed and considered by all necessary specialists to also so far as is reasonably practicable be directed to reduce intrusion. Further details regarding the use of lighting during construction are provided in Environmental Statement (ES) Chapter 4: Project Description (document reference 6.4). Mitigation details relating to lighting are presented in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Any operational lighting associated with the permanent assets such as Cable Sealing End (CSE) compounds have been considered within the EIA. Night-time effects on designated landscapes, landscape character and visual amenity during construction and operation are assessed in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13).				
10-33.10	Concern that the A12 / B1070 junction as a major conduit for significant numbers of large construction	National Grid has carefully considered the feedback received during the statutory consultation for this	X		X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	lorries is completely unsuitable for the following reasons: - National Grid propose lengthening the northbound entry slip onto the A12. This two-way slip road from the A12 northbound to the B1070 is only 5.5 metres wide and is sub-standard as it does not allow two HGVs to pass without mounting the kerb. National Grid propose in their earlier documentation that eight metres is required for a Haul Road, so it cannot safely be suggested that the current 5.5 metre two-way slip road is sufficient to accommodate their construction traffic. - It would also be difficult (maybe impossible) to widen the junction as there are properties on either side of the road (e.g. Four Sisters Cottage on one side and Gateway Cottage on the other side). - Siting the A12 Construction Compound at this junction will only increase the intensity of heavy traffic and potentially cause major delays, even accidents. As such, the respondent requests to see National Grid's full safety and feasibility studies for the plans at this junction. The respondent also needs to see the response from Suffolk Highways to this proposal, and the respondent advises that the proposal for the A12 slip road is currently wholly unsafe and unsuitable.	Primary Access Route for construction vehicles; this included the use of the historic railway alignment and access through Notley Enterprise Park. These alternatives were discounted through assessment and identification of constraints. The consultation has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route will act as a bypass for Holton St Mary during construction. National Grid has carefully considered any necessary works along the Primary Access Routes for construction as part of the Project proposals. Due to the junction arrangement, it is proposed that only the northbound side of Junction 31 of the A12 is used for construction access. Our preliminary designs include for upgrades to this junction as part of the Project works to improve the northbound acceleration lane (towards the A12 northbound). National Grid is consulting with National Highways to develop this proposal as a permanent upgrade. Our vehicle tracking of the slip lane off the A12 to the junction of the B1070 has not indicated there is any concern with the road width, nor through our consultation with National Highways has it been raised as a concern. The proposed haul road off the B1070 has a typical cross section of 8 m which is required to allow AILs and HGVs to pass in two directions. It also allows for				

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		HGVs to pass each other without slowing down. 5.5 m is the minimum safe distance for two HGVs passing each other whilst one vehicle gives way to the other. The design of the access off the B1070 onto the haul road has been designed in accordance with DMRB; it has undergone a road safety audit which it has passed. The contractor will be provided with route information on how to access each bellmouth as well as guidance around any potential hazards along a specific primary access route. The proposed improvements of the junction of the B1070 with the A12 consist of extending the northbound acceleration lane to make it DMRB compliant. There are no plans to undertake any works around the Four Sisters Cottage or Gateway Cottage. In order to complete these highways improvements, a Contractor's compound is proposed to be located at the junction with the A12; this compound will only be required for these specific works and the compound will not be used for the main construction works. National Grid has undertaken an assessment of the potential effects of the Project on traffic and transport and has identified appropriate mitigation to reduce potential effects (see the Environmental Statement (ES), Chapter 16: Traffic and Transport (document reference 6.16) for further detail). A summary of all Road Safety Audits undertaken for proposed accesses and highway works can be found				

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		within the Transport Assessment (document reference 7.11), Details of correspondence with the Local Highways Authorities on the B1070/A12 junction can be found with Outline Construction Traffic Management Plan (document reference 7.3).				
DESIGN CHANGE (CR)						
10-33.11	Oppose the proposed change - Suffolk 6 (generally)	National Grid notes the respondent's feedback.	X		X	
10-33.12	Support the proposed change - Suffolk 6 (generally)	National Grid notes the respondent's feedback.	X	X	X	
10-33.13	Oppose the new temporary construction access road which would turn off the B1070 to the east of Holton St Mary, but if it does proceed then it should follow the headland (as per plan provided by respondent). Crossing points would be required to access other fields and bridleway users will need access across (as indicated on respondent's plan). Additionally, National Grid will need to accommodate respondent's irrigation system which will need to cross the haul road (e.g. potentially via a culvert under the road)	The haul road has been amended to follow headland and crossing points will be provided as required. The respondent's irrigation system will be protected where the haul road crosses it. An Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) has been submitted as part of this Development Consent Order (DCO) and sets out management and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The bridleway that crosses the temporary construction access road will be temporarily closed with managed access.			X	X
10-33.14	Oppose the Project pushing out of the order limits around woodland to the south-west of Holton St Mary (plan provided by respondent)	National Grid notes the respondent's feedback. The diversion of the underground cable to the south-west of Holton St Mary avoids impact on an area of irreplaceable ancient woodland. This woodland (The Coombs) has been found to support a range of			X	

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		protected species including three barbastelle maternity roosts (amongst other bat roosts) and badger setts. Therefore, the proposed diversion reduces the negative significant impacts on ecological features. Therefore we have not proposed a change to the underground cable alignment or Order Limits.				
10-33.15	Oppose the change in direction of travel of the underground cables (to the east) at the Cable Sealing End (CSE) compound (e.g. as this is a longer route, is more expensive, may impact a greater number of fields and different occupiers, may impact historic assets, may impact drainage to this field indefinitely, and will prevent planning development including development ambitions at DC/24/02708 and DC/24/02709) / Suggest reverting to the 2024 alignment at this location with the angle tower to the east of the CSE being removed and the Project re-located to lower land north of Brimlin Wood near Chattisham (as suggested by Savills in their previous report to National Grid in 2024)	National Grid notes the respondent's feedback. National Grid has considered a wide range of alternatives for routeing in this location including routeing to the north of Brimlin Wood but starts by establishing if there is a policy-based imperative for a change. With the pylon separation having been previously increased to around 1500 m it is not considered that any remaining effects on the heritage assets around Little Wenham justify the transfer of effects to other receptors. In particular routeing to the north of Brimlin Woods would move the alignment to require routeing between for example Charit Farm and The Birches where there is around a 150 m gap between properties. On this basis we do not consider that change is required. The change results in the underground cables passing to the east of Wenham Grove and allows for more extensive screening of the Cable Sealing End compound (CSE) through more effective planting. The change lessens the impact on agricultural activity by reducing the number of fields affected by construction, compared to the previous proposal. It would also include moving the underground cabling at the south-			X	

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		east of Raydon to reduce effects on residential properties, we are therefore not proposing to move the underground cable route back to the west. The area through which the cable is routed is not the subject of the planning applications listed. We do take account of developments with some status in planning but cannot take account of all areas where there is aspiration for development as is the case where the pylons are routed. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, including consideration of mitigation and screening of Cable Sealing End (CSE) compounds. The LVIA is presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). National Grid has worked to minimise potential impacts on the historic environment and its setting, through strategic routeing and siting measures. Statutory consultation feedback and the results of archaeological fieldwork have been used to inform design development to reduce impacts to archaeological remains in this area as far as practicable. It has been concluded that the proposed change would move the underground cabling works closer to the complex of designated assets at Little Wenham				

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		including the Grade I Wenham Castle (Little Wenham Hall) (1033405), although this would be at sufficient distance that the proposed change would be unlikely to change the effect. The assessment concludes that the setting of this asset does not extend to the Order Limits, so, there would be no potential for impact resulting from the Project.				
10-33.16	Criticism of National Grids assertion at the Suffolk 6 webinar that English Heritage support the change in the 2025 alignment (e.g. as English Heritage have a statutory duty to protect Grade I listed Little Wenham Hall) / Criticism that Suffolk 6 contradicts English Heritage policy	National Grid has worked to minimise potential impacts on the historic environment and its setting, through strategic routeing and siting measures. Statutory consultation feedback and the results of archaeological fieldwork have been used to inform design development to reduce impacts to archaeological remains in this area as far as practicable. It has been concluded that the proposed change would move the underground cabling works closer to the complex of designated assets at Little Wenham including the Grade I Wenham Castle (Little Wenham Hall) (1033405), although this would be at sufficient distance that the proposed change would be unlikely to change the effect. The potential effect of the Project on the group of assets at Little Wenham were discussed with Historic England who did not raise any concerns. The assessment concludes that the setting of this asset does not extend to the Order Limits, so, there			X	

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		would be no potential for impact resulting from the Project.				
10-33.17	"Oppose the Project at Raydon Wings Aerodrome on the following grounds: - The proposed Cable Sealing End (CSE) compound is situated too close to the runway and presents a hazard to safe flight - The pylons situated close to the north of the aerodrome will create air turbulence when the wind is in the north-west or north-east creating a potential hazard to aircraft on approach to land - The pylons situated close to the north of the aerodrome penetrate the aerodromes published safeguarding slopes (which were shared with National Grid / ASA) and will present a hazard to aircraft flying a circuit to the north of the aerodrome and will prevent the development of instrument approaches - The underground cables may interfere with magnetic compasses and other sensitive electro-magnetic navigation equipment	National Grid has appointed an independent aviation consultancy which has engaged with Raydon Wings aerodrome (with National Grid also present) to inform their aviation impact assessment. A primary function of the assessment is to evaluate risks of collision, predominantly during take-off and approaches and including forced landing risks, with the proposed overhead line alignment (including the proposed Cable Sealing End (CSE) compound) representing a new obstacle within proximity of the aerodrome. Operational safety impacts arising from potential increases to risks of bird strike, wind turbulence and electromagnetic forces from the overhead line and underground cables as a result of the Project have also been considered. The conclusions of the impact assessment include that the proximity of the overhead line to the aerodrome flight path on take-off or approach is not a safety concern and that the aerodrome's existing circuits can continue to be used, including to the north, overflying the overhead line at a safe height. Whilst the area defined within the aerodrome's safeguarding plan would be penetrated by the proposed alignment, the major Obstacle Limitation Surface (OLS) requirements of the Civil Aviation Authority's CAP168 (Licensing of Aerodromes) publication are met. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	- The underground cables cut through the aerodromes only runway and are bordered by a wide swathe of land which National Grid indicate is required to support the construction - The aerodrome have previously stated that they would work with National Grid to facilitate any required works, but that would require National Grid would need to interact with the aerodrome in order to ensure that the Project minimises, to the greatest extent possible, any disruption to aerodrome operations and any loss of amenity arising "	Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2). The locations of pylons and other structures associated with the overhead line are assessed to be sufficiently distanced from take-off and approach paths for aircraft not to be impacted by any wind turbulence effects. Furthermore it is assessed that electromagnetic fields produced by the underground cables will not be disruptive to aircraft instrumentation. National Grid recognises that disruption to Raydon Wings aerodrome during construction of the underground cable route is likely. National Grid is engaging with the operator to explore the potential for adjustments to the Project design within the Order Limits to reduce temporary impacts on aviation operations. Construction practices to manage access and further reduce disruption are also subject to discussion. National Grid anticipates electro magnetic fields of between 77-111 microteslas at 1 metre above ground may be produced by underground cables proposed in the vicinity of at Raydon Wings airfield runway. In the absence of standards establishing specifying maximum electromagnetic field strengths in the vicinity of aircraft for aviation, National Grid has previously performed testing involving aircraft taxiing over operational cables at a comparable aerodrome and determined that AC cable interference did not impact aircraft avionics in				

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		that instance. Magnetic compasses are unaffected by AC fields. AC Alternating current operates at 50 hertz while aviation electrical supply electronics, when not direct current (DC) typically operates around 400 hertz and aviation communication operates in the megahertz range, so no interference is possible likely by that mechanism. Also, electromagnetic field interference on radio altimeters, which operate in the gigahertz range, is not expected from power transmission sources.				
10-33.18	Concern that the A12 slip road is unsuitable at 5.5 meters wide, and the proposed bellmouth at the B1070 will cause confusion and likely be dangerous with lorries having to turn right twice in close proximity / Suggest a more suitable route from the existing A12 slip road between junctions 32A and 32B using the route of the old railway line to the temporary haul road in Raydon, with the construction compound remaining as previously proposed, adjacent to Notley Enterprise Park	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route (PAR) for construction vehicles this included the use of the historic railway alignment and access through Notley Enterprise Park. These alternatives were discounted through assessment and identification of constraints. The consultation has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route will act as a bypass for Holton St Mary during construction. National Grid has carefully considered any necessary works along the PAR's for construction as part of the Project proposals. Due to the junction arrangement, it is proposed that only the northbound side of Junction 31 of the A12 is used for construction access. Our preliminary designs include for upgrades to this junction as part of the Project works to improve the northbound acceleration			X	

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		lane. National Grid is consulting with National Highways to develop this proposal and are considering the opportunity for this improvement to be maintained as a permanent upgrade. Our vehicle tracking of the slip lane off the A12 to the junction of the B1070 has not indicated there is any concern with the road width, nor through our consultation with National Highways has it been raised as a concern. The design of the access off the B1070 onto the haul road has been designed in accordance with DMRB, it has undergone a road safety audit which it has passed. The contractor will be provided route formation on how to access each bellmouth as well as guidance around any potential hazards along a specific primary access route. In addition, National Grid has undertaken an assessment of the potential effects of the Project on traffic and transport and recommends appropriate mitigation to reduce potential effects (see the Environmental Statement (ES), Chapter 16: Traffic and Transport (document reference 6.16) for further detail)				
10-33.19	Suggest that the underground cables are routed away from respondent's property at Sandpits Lane (e.g. to mitigate potential structural impacts on property, impact on the environment, and impact on residents)	National Grid has considered the respondent's feedback, as the alignment is to the east of Sandpits Lane currently, we have assessed alternatives to the west, these alternatives would result in greater woodland loss in the National Landscape and would be			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		a longer and less direct route. We are therefore not proposing a change to the alignment at this location.				
10-33.20	Suggest that Pylons RG112 to RG117 should carry on straight across the railway line to the north of the bridge, where there is little to no embankment, then be routed in a straight line to join up with RG121 (e.g. this would mean there would be no need for the short haul road to the south west of the bridge and construction traffic coming from the north would not need to go on the highway, and from the south there would only need to be a straight road crossing east of the bridge to get to the single pylon that would be location south east of RG117)	National Grid has considered the respondent's feedback. We previously proposed a change to the alignment between RG113 and RG118 (now RG119) which would move RG115, RG116, RG117 and RG118 further east away from Gislingham. RG117 would also then be positioned on the other side of a copse. Crossing the railway at the location suggested would result in the loss of a greater amount of woodland to the east of the railway and would be closer to a campsite and venue to the east. Therefore, we are not proposing a change to cross the railway at this location. We have undertaken and Environmental Impact Assessment (EIA) which assesses the impacts on the Project. The findings of the assessment are presented in the Environmental Statement (ES) (document reference volume 6: Environmental Statement) which accompanies our application for development consent.			X	
10-33.21	Suggest that the haul road from the north/northwest should terminate at Pylon RG118, whilst the traffic for RG119 should come in from a southerly direction (e.g., for financial, ecological and highway safety benefits)	National Grid notes the respondent's feedback. However, all proposed temporary pylons must be accessed by the proposed haul road route in order for the construction of the pylon. The haul road comes from the cross over bellmouth location north-east of RG119 and to the pylon which is then a dead end as the railway is a physical blocker to the continued haul road.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		A short section of the public highway is then used as a primary access route linking the haul road to the west of the railway to the continued haul road to the east of the railway to access pylon RG120 and so on south towards Wickham Road. Additionally, RG118 cannot be accessed only from the northern side, as the bellmouth off Thornham Lane connects the haul road with the Primary Access Route (PAR), so it is necessary to maintain a continuous haul road further north towards Old Bury Road				
10-33.22	Suggest the Project is re-routed to the north of Brimlin Wood to mitigate impact on Grade I Listed scheduled monument, Little Wenham Castle, Grade I listed church, Grade II* Listed Hall and a number of Grade II listed traditional buildings	National Grid has considered a wide range of alternatives for routeing in this location including routeing to the north of Brimlin Wood but starts by establishing if there is a policy-based imperative for a change. With the pylon separation having been previously increased to around 1500m it is not considered that any remaining effects on the heritage assets around Little Wenham justify the transfer of effects to other receptors. In particular routeing to the north of Brimlin Woods would move the alignment to require routeing between for example Charit Farm and The Birches where there is around a 150 m gap between properties. On this basis we do not consider that change is required.			X	
10-33.23	Criticism of Project underground route near Raydon near the B1070 which encroaches on gardens at Rectory Gardens residential area / Suggest moving work compound 300 meters north (or north-east) to	National Grid has noted the respondent's feedback and has reviewed alternative locations for JC-CC02. The proposed compound between Raydon and Holton St Mary serves underground cabling works between			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	mitigate the disruption while maintaining construction efficiency	the proposed Cable Sealing End (CSE) compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land adjacent to Notley Enterprise Park will increase the distance that construction vehicles must travel from the primary access route by approximately 1.5-1.8 km. Approximately two thirds of the underground cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements from the compound to work sites along the underground cable alignment. In response to various pieces of feedback during the statutory consultation, National Grid has proposed the construction of a separate construction haul road to the north of Holton St Mary, to remove construction traffic from the majority of the B1070.				
10-33.24	Concern that the attenuation basin proposed to be east of Sandpit Lane will drain continually for the duration of works, and concern around how this will be decontaminated before draining onto respondents' land with impacts on the ecology in the area / Suggest that the drainage attenuation pond is situated closer to Lark Hall to prevent drainage onto respondents' land, saving costs by eliminating the need to drill under Sandpit Lane. Alternatively, suggest that a monitoring system is set up for the water that flows onto the	National Grid notes the respondent's feedback, all drainage features have been sized to suit drainage design criteria agreed with the relevant Lead Local Flood Authorities (in this case, with Suffolk County Council). Site run off would be held in an attenuation pond before being released into the water course. This would allow solid contaminants to settle out. Where other contaminants are expected, further measures would be introduced to ensure that effluent released into water courses does not impact on water quality. These measures are highlighted in the Flood Risk			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	respondents' land, using the land closer to the bridleway to prevent the impact on productive land	Assessment (FRA) (document reference 7.9) and the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) submitted with the Development Consent Order (DCO) application. The discharge rate has been agreed with the Lead Local Flood Authority and relevant stakeholders, available data indicates a watercourse flowing out of the outfall location due west. The available LiDAR information also indicates the natural surface water runoff is due west. With regards to concerns about flooding, an FRA has been prepared for the Project to support and inform the Environmental Impact Assessment. The ES includes consideration of potential impacts on flood risk from all relevant sources, both temporary and permanent impacts.				
10-33.25	Suggest the Project takes the B1068 route from A12 to Sandpits Lane to avoid Holton St Mary	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles this included the use of the B1068, this alternative was discounted as the entire length of the B1068 would be required to be widened and upgraded for the duration of the Project and then removed at the end of the Project. Resulting in vegetation and tree loss. The consultation has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		proposed that this route would act as a bypass for Holton St Mary during construction. It is proposed that only the northbound side of Junction 31 of the A12 is used for construction access. National Grid's preliminary designs include upgrades to this junction as part of the Project works to improve the northbound acceleration lane.				
10-33.26	Suggest constructing a temporary haul road along the old dismantled railway near Capel St Mary to minimise the impact to residential properties. A junction onto the A12 at Capel St Mary is viable and preferable to creating a new road	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles. The suggestion to follow the dismantled railway for the haul road is not considered to be a viable solution given the proximity to the preceding junction and the cost of the works. In this case more limited works and a shorter additional haul road distance over and above the cable corridor are provided by the use of the existing access near Holton St Mary and this remains preferred. National Grid has also considered a wide range of alternatives for moving the Cable Sealing End (CSE) compound location further north and alternative routes for the underground cable. This was set out in the 2024 Design Development Report (DDR) (available on the Project website) and most recently set out in the 2025 Design Development Report (document reference 5.15). Whilst noting the respondent's preference there is no specific evidence provided nor additional factors identified that either support the preference stated or justify a change from the Project. On this basis we continue to prefer the evidence-based decision making			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		set out in the 2025 DDR and do not consider that change is required. National Grid has undertaken an assessment of the potential effects of the Project on traffic and transport and recommends appropriate mitigation to reduce potential effects (see the Environmental Statement (ES), Chapter 16: Traffic and Transport of the Environmental Statement (ES) (document reference 6.16) for further detail)				
10-33.27	Suggest that Holton St Mary must not be used as a primary access route for construction traffic, whether via the B1070 or a newly built road	The consultation has identified an opportunity to utilise an offline temporary haul road located east of Holton St Mary from the B1070 to the construction corridor. It is proposed that this route would act as a bypass for Holton St Mary during construction.			X	X
10-33.28	Suggest that the construction compound at the B1070 / Acacia Road junction is re-located further north at Notley Enterprise Park / Old Raydon Airfield (e.g. where there are existing industrial operations) / Suggest that the construction compound is re-located further north towards the Cable Sealing End (CSE) compound	National Grid has noted the respondent's feedback and has reviewed alternative locations for JC-CC02. The proposed compound between Raydon and Holton St Mary serves underground cabling works between the proposed Cable Sealing End (CSE) compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land adjacent to Notley Enterprise Park will increase the distance that construction vehicles must travel from the primary access route by approximately 1.5-1.8 km. Approximately two thirds of the cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements	X		X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		from the compound to work sites along the cable alignment. Moving the proposed compound south, would move it closer to the Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)). In response to various pieces of feedback, National Grid has proposed the construction of a separate construction haul road to the north of Holton St Mary, to remove construction traffic from the majority of the B1070.				
10-33.29	Suggest that the temporary construction access road north of Holton St Mary is re-located further north, ideally to the north of the dismantled railway line using the A12 Junction at Capel St Mary (e.g. to mitigate impact on residents, to tie-in better with the placement of the Cable Sealing End (CSE) compound, to provide large vehicles with a far better and wider access route off the A12, to allow construction traffic wishing to return south to easily do so at the Bentley roundabout, and to provide plenty of room to site the proposed A12 construction compound)	The suggestion to follow the dismantled railway for the haul road is not considered to be a viable solution given the proximity to the preceding junction and the cost of the works. In this case more limited works and a shorter additional haul road distance over and above the cable corridor are provided by the use of the existing access near Holton St Mary and this remains preferred. National Grid has also considered a wide range of alternatives for moving the Cable Sealing End (CSE) compound location further north and alternative routes for the underground cable. This was set out in the 2024 Design Development Report (available on the Project website) and most recently set out in the 2025 Design Development Report (document reference 5.15). Whilst noting the respondent's preference there is no specific evidence provided, nor additional factors identified that either support the preference stated or justify a change from the Project.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The design of the access off the B1070 onto the haul road has been designed in accordance with Design Manual for Roads and Bridges (DMRB)and has undergone a road safety audit which it has passed. The contractor will be provided route formation on how to access each bellmouth as well as guidance around any potential hazards along a specific primary access route. In addition, National Grid has undertaken an assessment of the potential effects of the Project on traffic and transport and recommends appropriate mitigation to reduce potential effects (see the Environmental Statement (ES), Chapter 16: Traffic and Transport (document reference 6.16) for further detail)				
10-33.30	Suggest that the new Bellmouth on the B1070 is re-located further north (e.g. to mitigate impact on congestion and safety resulting from adding trips to an already unsafe junction)	The design of the access off the B1070 onto the haul road has been designed in accordance with Design Manual for Roads and Bridges (DMRB) and it has undergone a road safety audit which it has passed. The contractor will be provided route formation on how to access each bellmouth as well as guidance around any potential hazards along a specific primary access route. In addition, National Grid has undertaken an assessment of the potential effects of the Project on traffic and transport and recommends appropriate mitigation to reduce potential effects (see the Environmental Statement (ES), Chapter 16: Traffic and Transport (document reference 6.16) for further detail)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-33.31	Concern that the drainage of nearby field will be permanently negatively impacted by the Suffolk 6 change if adopted	Where the Project interacts with existing field drainage systems, commitment AS05 within the Outline Code of Construction Practice (CoCP) (document reference 7.2) secures that the efficiency of these systems will be maintained and that any land drains within the Order Limits, affected as a result of the Project, will be reinstated. This will seek to ensure that there would be no negative impacts on local land drainage infrastructure and regimes.			X	
10-33.32	"Suggest the following changes to Suffolk 6: - Suggest that the Cable Sealing End (CSE) compound is moved north - Suggest that the Project is routed towards Chattisham, and that the route should be screened and put in a dip - There should not be an angle pylon - The field south-east of CSE should not be impacted - Suggest that the bulge around the wood at Wenham Grove should be the other side of the wood area to Woodlands/Raydon. The alignment should be straight and would be 300 yards between the water pipe and the pylon route"	National Grid has considered a wide range of alternatives for routeing in this location including routeing closer to Chattisham, moving the Cable Sealing End (CSE) compound location further north and alternative routes for the underground cable. This was set out in the 2024 Design Development Report (DDR) (available on the Project website) and most recently set out in the 2025 Design Development Report (document reference 5.15). Whilst noting the respondent's preference there is no specific evidence provided, nor additional factors identified that either support the preference stated or justify a change from the Project. On this basis we continue to prefer the evidence-based decision making set out in the 2024 and 2025 DDRs and do not consider that change is required.			X	
10-33.33	Suggest that any major construction sites for the Project are relocated to an area of land well away from the B1070, such as the Old Raydon Airfield,	National Grid has noted the respondent's feedback and has reviewed alternative locations for JC-CC02.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	and that the temporary road should be located further north of the Four Sisters and provides access to a revised construction site (e.g, this would prevent construction traffic from exiting the A12 slip road to the B1070 when travelling north)	The proposed compound between Raydon and Holton St Mary serves underground cabling works between the proposed Cable Sealing End (CSE) compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land adjacent to Notley Enterprise Park will increase the distance that construction vehicles must travel from the primary access route by approximately 1.5-1.8km. Approximately two thirds of the cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements from the compound to work sites along the cable alignment. Moving the proposed compound south, would move it closer to the Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)). In response to various pieces of feedback, National Grid has proposed the construction of a separate construction haul road to the north of Holton St Mary, to remove construction traffic from the majority of the B1070.				
10-33.34	Concern over the location of the construction compound due to issues with winter drainage on the B1070 and roads, as fields around the site of the compound are often flooded for long periods / Suggest moving the compound further up Acacia Road, at the entrance to Notley Industrial area and bring the proposed new A12 haul road further east	National Grid has noted the respondent's feedback and has reviewed alternative locations for JC-CC02. The proposed compound between Raydon and Holton St Mary serves underground cabling works between the proposed Cable Sealing End (CSE) compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	to this new compound location, to mitigate the chance of flooding and impact on properties in the area	adjacent to Notley Enterprise Park will increase the distance that construction vehicles must travel from the primary access route by approximately 1.5-1.8 km. Approximately two thirds of the cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements from the compound to work sites along the cable alignment. Moving the proposed compound south, would move it closer to the Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)). In response to various pieces of feedback, National Grid has proposed the construction of a separate construction haul road to the north of Holton St Mary, to remove construction traffic from the majority of the B1070. A Flood Risk Assessment (FRA) (document reference 7.9) and an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) have been submitted with the Development Consent Order application. The surface water drainage design will continue to be updated as the design progresses. Available information on surface water flooding has been used to inform the design to date. Landowners are encouraged to provide as much information as early as possible in relation to any further details so these can be factored in at the detailed design stage of the Project ahead of construction starting on site.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Preparation of a Surface Water Management Plan will be secured through the DCO requirement in the draft DCO (document reference 3.1).				
10-33.35	Criticism of justification for Suffolk 6 change, as on the west side of Wenham Grove there is a water main, however there is enough land in this area to avoid the main (the water main needs a margin of 120 meters and there is at least 300 meters to use)	The water main is one of a number of factors that collectively provided the justification for the change. In terms of the distances referred to the available space is also influenced by turning radius for the cables and has to be mindful of reducing effects on other features including areas of woodland, homes and uses such as the airfield runway. In this case even if the water main was not present National Grid considers there is a clear basis for the change and no change back to the 2024 preferred draft alignment is proposed.			X	
10-33.36	Concern about the impact on the drainage of the field around Wenham Grove, disturbed soil, and negative impact on historic sites such as Little Wenham Hall if the Suffolk 6 change is adopted / Suggest that the 2024 route should be adopted	Soil disturbance would be effectively mitigated following good practice soil handling measures, as outlined in Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2). Soil disturbance from the installation of the underground cable alignment would be temporary. Land used temporarily will be reinstated where practicable to its pre-construction condition and use (or a condition discussed with the landowner). Where the Project interacts with existing field drainage systems, such as those at Wenham Grove, commitment AS05 within the Outline Code of Construction Practice (CoCP) (document reference 7.2) secures that the efficiency of these systems will be maintained and that any land drains within the Order Limits, affected as a result of the Project, will be			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reinstated. Preparation of a Surface Water Management Plan will be secured through a requirement in the draft DCO (document reference 3.1). National Grid has worked to minimise potential impacts on the historic environment and its setting, through strategic routeing and siting measures. Statutory consultation feedback and the results of archaeological fieldwork have been used to inform design development to reduce impacts to archaeological remains in this area as far as practicable. It has been concluded that the proposed change would move the underground cabling works closer to the complex of designated assets at Little Wenham including the Grade I Wenham Castle (Little Wenham Hall) (1033405), although this would be at sufficient distance that the proposed change would be unlikely to change the effect. The assessment concludes that the setting of this asset does not extend to the Order Limits, so, there would be no potential for impact resulting from the Project.				
10-33.37	Concern about the impact on a number of Anglian Water assets impacted by the underground cable and haul road near Raydon and Holton St Mary	National Grid is working with and consulting with Anglian Water. Where required, appropriate mitigations would be agreed in order to negotiate such existing infrastructure. In planning the Project, National Grid considers all existing utilities and agree interface and mitigation	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and visible and likewise as part of the consultation process we contact all third party utility providers in the area. This would be reviewed as the Project progresses through the Development Consent Order (DCO) application submission. An Outline Code of Construction Practice (CoCP) (document reference 7.2) and an Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) has been prepared and submitted with the DCO application. These documents provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase.				
10-33.38	Suggest the extension of the haul road to the new construction site for the jointing compound building, to keep all HGVs clear of Holton and Raydon villages	The proposed cabling haul road is connected between the "jointing compound" (Cable Sealing End Compound) and the construction compound. This subsequently links to the offline haul road which bypasses the village of Holton St Mary. No HGVs are proposed to run on the roads through Holton or Raydon village.			X	
10-33.39	Oppose the proposal to site the construction compound at the Acacia Road / B1070 junction (e.g. due to the visual impact on Dedham Vale and	National Grid has noted the respondent's feedback and has reviewed alternative locations for JC-CC02.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	disruption to traffic) / Suggest that the construction compound is relocated within the Old Raydon Airfield, adjacent to the Notley Enterprise Park (e.g. where there is existing infrastructure and screening) and that the northern end of the proposed temporary access road to divert traffic around Holton St Mary should be rerouted so that it would link directly with the existing access road into Notley Enterprise Park	The proposed compound between Raydon and Holton St Mary serves underground cabling works between the proposed Cable Sealing End (CSE) compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land adjacent to Notley Enterprise Park will increase the distance that construction vehicles must travel from the primary access route by approximately 1.5-1.8km. Approximately two thirds of the cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements from the compound to work sites along the cable alignment. Moving the proposed compound south, would move it closer to the Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)). In response to various pieces of feedback, National Grid has proposed the construction of a separate construction haul road to the north of Holton St Mary, to remove construction traffic from the majority of the B1070. The Environmental Statement (Volume 6 of the Development Consent Order (DCO) application) provides an assessment of the Project which includes locations of temporary construction compounds.				
10-33.40	Suggest that construction access to the Cable Sealing End Compound (CSEC) and works should either be along a haul road adjacent to the works	The construction access to the Cable Sealing End (CSE) compound is via the haul road and not via Woodlands Road or the existing airfield access. A	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	from Acacia Rd north to the CSEC or via the existing airfield access route off Acacia Road instead of via Woodlands Rd	permanent access for maintenance vans is proposed via Raydon Road from the east via a new bellmouth and access track.				
10-33.41	Suggest that the Cable Sealing End Compound and pylons are relocated further north, with access to them from a haul road connection running parallel to the railway line into the A12	The suggestion to follow the dismantled railway for the haul road (which would require a new acceleration lane which amounts to a new junction) is not considered to be a viable solution given the proximity to the preceding junction and the cost of the works. In this case more limited works and a shorter additional haul road distance over and above the cable corridor are provided by the use of the existing access near Holton St Mary and this remains preferred. National Grid has also considered a wide range of alternatives for moving the Cable Sealing End (CSE) compound location further north and alternative routes for the underground cable. This was most recently set out in the 2025 Design Development Report (DDR) (document reference 5.15). Whilst noting the respondent's preference there is no specific evidence provided, nor additional factors identified that either support the preference stated or justify a change from the Project. On this basis we continue to prefer the evidence-based decision making set out in the 2025 DDR and do not consider that change is required.	X		X	
10-33.42	Suggest an acceleration lane onto the A12 northbound is needed, as proposed under an earlier scheme	A permanent acceleration lane is proposed as part of these works, which will be handed to National Highways.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-33.43	Suggest alternative access to the A12 adjacent / parallel to the disused railway, feeding directly to the CSEC (e.g to minimise impact on sensitive receptors, reduce impact of noise and dust)	The suggestion to follow the dismantled railway for the haul road and provide a new acceleration lane (which amounts to a new junction) is not considered to be a viable solution given the proximity to the preceding junction and the cost of the works. In this case more limited works and a shorter additional haul road distance over and above the cable corridor are provided by the use of the existing access near Holton St Mary and this remains preferred.			X	
10-33.44	Suggest that the Cable Sealing End Compound and Construction Compound (JC-CC02) are re-located further north to align with a new access road running north of the Dismantled Railway Line	The suggestion to follow the dismantled railway for the haul road is not considered to be a viable solution given the proximity to the preceding junction and the cost of the works. In this case more limited works and a shorter additional haul road distance over and above the cable corridor are provided by the use of the existing access near Holton St Mary and this remains preferred. National Grid has also considered a wide range of alternatives for moving the Cable Sealing End (CSE) compound location further north and alternative routes for the underground cable. This was most recently set out in the 2025 Design Development Report (DDR) (document reference 5.15). Whilst noting the respondent's preference there is no specific evidence provided, nor additional factors identified that either support the preference stated or justify a change from the Project. On this basis we continue to prefer the evidence-based decision making set out in the 2025 DDR and do not consider that change is required.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-33.45	Suggest that the Cable Sealing End (CSE) Compound and Pylons near Raydon Wings are re-located further north to at least Pylon J0C26 in order to allow for a safe, clear approach to Raydon Wings Airfield from all directions. This would tie-in well with the new access route the respondent proposes via the dismantled railway line and would also affect fewer properties	National Grid has appointed an independent aviation consultancy which has engaged with the operators of Raydon Wings airfield (with National Grid also present) to inform their impact assessment. The overhead line alignment (including the Cable Sealing End (CSE) compound is assessed to be at a sufficient distance to the north of the runway to ensure that overflight is not required on take-off or landing, and that approaches are therefore not impacted. Furthermore, the alignment need not impact existing flying circuits to the north as overflight is assessed to be at a safe distance. We will continue to engage with the airfield operators to confirm the acceptability of the design. Alternative locations for the CSE compound have been assessed, however the current location is preferred in terms of technical feasibility. In view of the assessment conclusions, the proposed relocation of the CSE compound further north, increasing the length of underground cable, cannot be justified on grounds of aviation safety. National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles The suggestion to follow the dismantled railway for the haul road is not considered to be a viable solution given the proximity to the preceding junction and the cost of the works. In this case more limited works and a shorter additional haul road distance over and above the cable	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		corridor are provided by the use of the existing access near Holton St Mary and this remains preferred. National Grid has undertaken an assessment of the potential effects of the Project on traffic and transport and recommends appropriate mitigation to reduce potential effects (see the Environmental Statement (ES), Chapter 16: Traffic and Transport (document reference 6.16) for further detail)				
10-33.46	Suggest that the construction compound on the B1070 is re-located away from residential areas	National Grid has noted the respondent's feedback and has reviewed alternative locations for JC-CC02. The proposed compound between Raydon and Holton St Mary serves underground cabling works between the proposed Cable Sealing End (CSE) compound north of the Notley Enterprise Park and the River Stour. Moving the proposed compound to land further from residential areas to a location such as adjacent to Notley Enterprise Park will increase the distance that construction vehicles must travel from the primary access route by approximately 1.5-1.8 km. Approximately two thirds of the cable section served by this compound is to the south of the current compound position, therefore moving the compound would also significantly increase construction vehicle movements from the compound to work sites along the cable alignment. Moving the proposed compound south, would move it closer to the Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)).			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		In response to various pieces of feedback, National Grid has proposed the construction of a separate construction haul road to the north of Holton St Mary, to remove construction traffic from the majority of the B1070.				
10-33.47	Suggest National Grid remove future right of way south-west of Holton St Mary, as access can be taken from field access closer to route (plan provided by respondent)	National Grid notes the respondent's feedback with regards to the permanent access route and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as this will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements.			X	
Health, Safety & Wellbeing						
10-33.48	Criticism that National Grids health and wellbeing assessment is inadequate, dismissing the stress and disruption caused by increased HVG movements	Environmental Statement (ES) Chapter 10 Health and Wellbeing (document reference 6.10) contains an assessment of the impacts of the Project in relation to health and wellbeing. This includes an assessment of construction impacts as they relate to mental health and wellbeing, which includes impacts associated with stress and anxiety.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Environmental Statement Chapter 16: Traffic and Transport (document reference 6.16) describes embedded mitigation measures including use of haul roads designed to reduce construction traffic on the Local Road Network. Other standard mitigation measures include the use of effective construction logistics practices, activities, and techniques, that would be implemented during construction of the Project to limit effects through adherence to good site practices. An Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) will be produced prior to the defined 'commencement' of construction.				
Mitigation						
10-33.49	Controlling traffic at the location of works for the Project will be insufficient to mitigate the impact on residents as well as all the businesses in Hadleigh and those along the route and at the Notley Enterprise Park. There will need to be an active traffic management plan for light vehicles around the area which will not use the HGV diversions and will attempt to use narrow lanes as rat runs	Construction traffic will access the Project from Hadleigh Road from the B170 / A12 junction. National Grid has undertaken an assessment of the potential effects of the Project on traffic and transport and recommends appropriate mitigation to reduce potential effects (see the Environmental Statement (ES), Chapter 16: Traffic and Transport (document reference 6.16) for further detail). It was found that following mitigation the significance of effects would be slight adverse and not significant. Further details on the impact on the local highway network as a result of the Project can be found within the Transport Assessment (document reference 7.11). An Outline Construction Traffic Management Plan (document reference 7.3)	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		has been prepared and submitted with the Development Consent Order (DCO) application.				
National Landscape (AONB)						
10-33.50	Concern about the impact on Dedham Vale National Landscape if Suffolk 6 change if adopted	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the designation boundary in response to the potential for the Project to affect the National Landscape. The proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. The change would result in the underground cables passing to the east of Wenham Grove and allowing for more extensive screening of the Cable Sealing End compound' (CSE) through more effective planting.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, including consideration of effects on nationally designated landscapes. The LVIA is presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). Environmental Statement (ES) Chapter 13 is supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which presents the assessment of effects on Dedham Vale National Landscape.				
Primary Access Routes / Haul Road / Construction Compounds						
10-33.51	Support the new road which will allow traffic to by-pass Holton St Mary when accessing the compound area adjacent to Pipers West	National Grid notes the respondent's feedback.			X	
Requests						
10-33.52	Request for the results of the surveys carried out for Suffolk 6 (e.g. bat, ecological, environmental, archaeological, etc)	National Grid has made survey data and reports available to the public through the Environmental Statement, as part of the Development Consent Order application.	X		X	

Babergh, Colchester and Tendring

Babergh, Colchester and Tendring feedback (Targeted Consultation)

Table 10-34 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
10-34.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	Agricultural land during the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and would continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impacts on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-34.2	Concern that the Project will have a negative impact on agricultural livestock (e.g. type of livestock)	National Grid is and would continue to work with all landowners, including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if the negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There would also be mitigation put in place where animal grazing may be affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: '*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences'.*			X	
Airfields						
10-34.3	Concern about the impact of the Project on Boxted Airfield (Royal Air Force (RAF) Boxted) / Suggestion	National Grid has appointed an independent aviation consultancy who has contacted Boxted Airfield. Following further assessment, it has been determined			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	that the Project is routed away from Boxted Airfield (RAF Boxted)	that the airfield is deemed to be disused. It was last used for a one day fly in, in 2021 by the South Suffolk Strut who have advised that they no longer wish to use the airfield due to the condition of the runway. We will continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-34.4	Concern about the impact of the Project on Royal Air Force (RAF) Raydon Airfield / Suggestion that the Project is routed away from RAF Raydon Airfield	For clarity this is not an operational RAF base albeit there is an active airstrip known as Raydon Wings. National Grid has appointed an independent aviation consultancy which has engaged with the operators of Raydon Wings airfield (with National Grid also present) to inform their impact assessment. This is in accordance with the requirements of the Overarching National Policy Statement (NPS) for Energy (EN-1) and the NPS for electricity networks infrastructure (EN-5), recognising potential impacts from electrical interference and turbulence amongst other risk factors, the principal being from the presence of an obstacle in the vicinity of the airfield. It is assessed that the proposed overhead alignment to the north of the airfield enables safe overflight and need not impact existing flying circuits, although minor changes to operational procedures may	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		be undertaken by the operator. We will continue to engage with them as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
Community / Social Impact						
10-34.5	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project receives Development Consent, the Project team would continue to engage with people potentially affected during construction through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which would remain open throughout examination.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15 of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-34.6	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered during the construction phase to reduce, where practicable, disruption to education establishments. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The assessment concludes that there would be no significant effects on education facilities within the study area as a result of the construction and operation of the Project.	X		X	
10-34.7	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations that are important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on sports clubs, recreational land	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and recreational routes located within the Order Limits. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
10-34.8	Concern about over development of area / other works in the area (e.g. cumulative impact)	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The cumulative effects assessment has considered the effects of the Project in conjunction with other developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. The cumulative assessment has been undertaken in accordance with the overarching National Policy Statement (NPS) for Energy (EN-1) Paragraph 4.1.5 in EN-1 states: '*In considering any proposed development, in particular when weighing its adverse impacts against its benefits,*	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy'. Paragraph 4.2.12 in EN-1 states: '*The cumulative impacts of multiple developments with residual impacts should also be considered.'* Paragraph 4.3.3 in EN-1 states: '*The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects'.* Paragraph 4.3.19 of EN-1 states: '*The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place'.* Paragraph 4.4.5 in EN-1 states:				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		'*The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate'*. The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in ES Appendix 17.2: Long List and Short List of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in Chapter 17 of the ES (document reference 6.17). The detailed assessment of shortlisted other developments is presented in ES Appendix 17.3: Inter-Project Cumulative Effects Assessment (document reference 6.17.A3). Appendix 17.3 outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economic, recreation and tourism impacts).				
10-34.9	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.				
10-34.10	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) identifies any measures considered to be necessary to	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reduce likely significant effects which would also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.				
10-34.11	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*." Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice '*Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields'* to ensure these are mitigated, which include equestrian activities.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-34.12	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) considers the potential impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from ES Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures would be in place to reduce impacts. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures is presented in Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.	X		X	
10-34.13	Criticism of surveys undertaken for the Project in this Section	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-34.14	Concern about the impact of the Project on water supply	Environmental Statement (ES) Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3) is included to support ES Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) which provides an assessment of the potential effects on groundwater from the Project and includes impacts on groundwater receptors such as water supplies (both with regard to quantity and quality), as required. Where the Project constitutes overhead lines, interaction with underlying aquifers would be limited. Any piling activities e.g., for pylon foundations, would be undertaken in accordance with good practice, and informed by Project Ground Investigation data. Where the Project constitutes underground cable, further to the above a hydrogeological risk assessments would be undertaken. These measures are described in the Outline Code of Construction Practice (CoCP) (document reference 7.2) and would be secured through the Development Consent Order (DCO), if granted.	X	X	X	
10-34.15	Criticism that substation is located in Ardleigh / Suggest that Ardleigh should receive mitigation for the level of infrastructure being hosted	National Grid has developed the Project with careful consideration of alternatives including those raised by feedback. Integral to the selection of the site for the East Anglia Connection Node (EACN) substation and the connections from it to Bramford and Tilbury has also been the requirement for the Project to be consistent	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with relevant Planning Policy. Adopting mitigation to reduce effects, by extending the use of underground cable from Bramford through to the EACN substation, has been part of the process of achieving that consistency. The location outside a designated area and outwith the setting of the National Landscape leads to a starting presumption (see National Policy Statement (NPS) EN-5) that overhead line is not unacceptable. We have also considered whether the use of underground cable for the connection to Tilbury is supported by other parts of the NPS but concluded that neither the level of effect meets the thresholds, nor even if met would the additional cost of a change to underground cable be justified by the change in level of effects that would be achieved. A Landscape and Visual Impact Assessment (LVIA) amongst other assessments has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, including consideration of effects on nationally designated landscapes. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13).				
10-34.16	Concern about the impact of the Project on the Essex Way	An Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) has been submitted as part of this Development Consent Order (DCO)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		application, and sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The Outline PRoW Management Plan has defined the management of the PRoW, which includes PRoW that shares path with Essex Way. These include Langham 3, Great Horkesley 31, Fordham 33, Fordham 35, Great Tey 36, Great Tey 42, White Notley 15, Great And Little Leighs 29 and Great And Little Leighs 40. Great Tey 36 would be temporary closed and diverted for an indicateive duration of two days. Great Tey 42, White Notley 15 and Great And Little Leights 40 would be partly temporarily closed managed and partly temporarily closed with diversion. The other PRoW would be temporarily closed with managed access, that is, allowing safe passage throughout of the PRoW and Essex Way users. The impact on PRoW (including Essex Way) from the construction and operation of the Project are presented in the Environmental Statement (ES), Chapter 16: Traffic and Transport (document reference 6.16) and ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15).				
10-34.17	Concern about the impact of Pylons TB49, TB50, TB51, TB52, and TB53 and the construction laydown area (CLA) to the north of Pylon TB51 for the Project (e.g. on community woodland; on the Ford Street	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Conservation Area; Public Rights of Way (PRoWs) (including: the Essex Way; FP3 which runs east-west passing across the haul road between Pylons TB50 and TB51 to the edge of Fiddlers Wood; FP5 which runs north from New Road, about 100 m west of TB52; FP7); encirclement of village at Pylons TB52 and TB53; impact on views; impact on Church of St Margaret's and St Catherine's; impact on residents)	different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the alignment or changes to the method e.g. trenchless crossings. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities (LPAs)) throughout the development of the Project design and environmental assessment work. The concerns raised relate to pylons TB49-53 in the area between the northern edge of the Colne Valley near Fordham Bridge and to the west of Gallows Green. Here, the alignment crosses lower valley areas adjacent to the river, passing first through an area of trees that line the riverbed, then arable farmland and its associated field boundaries, before rising to cross the valley sides and the A1124 towards Gallows Green. It is unclear from the feedback what a preferred solution might be, other than not to have the alignment pass through this area. Paragraph 5.4.136 of the 2024 Design Development Report (available on the Project website) notes that an alternative alignment to the west of Fordstreet and Fordham was considered and sets out the reasoning why a western option was not preferred when compared to the alignment. The report summarises that 'Overall whilst noting some potential for a reduction in the number of residential properties with potential amenity effects if the western alternative was taken forward, this would be a longer less economic and efficient route with				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		more pylons and angle pylons. It would also potentially increase effects in respect of construction within a flood zone (but subject to micrositing this difference may be avoided) and be likely to increase effects on heritage assets including a Grade I listed building and several moats associated with listed buildings. It is also noted that the 2023 preferred draft alignment is consistent with policy and overall, it is considered that there would be insufficient benefits from potentially reduced residential amenity and landscape effects of the western alternative to offset the technical concerns and additional infrastructure required for delivery it. On that basis the 2023 preferred draft alignment, subject to localised modifications, remains preferred and has been taken forward as the 2024 preferred draft alignment. Any larger shifts in the preferred alignment (east or west) would bring the alignment closer to either areas of settlement in Fordstreet and Fordham in the west, closer to areas of community woodland and to the Fordstreet Conservation Area in the west, or to the ancient woodland at Fiddlers Wood and the area of settlement at Gallows Green in the east. Due to the direction required to make the grid connection (the Project), a crossing of the river and of the Essex Way and associated network of public footpaths is required. Routeing has sought to minimise effects on these where possible, including at the construction phase, by avoiding the highest areas of environmental value, such as ancient woodland. As such, this alignment remained preferred and was				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessed as part of the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. This includes a landscape and visual impact assessment (LVIA), which includes an assessment of landscape and visual effects. The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13). The assessment concludes that there would be significant effects on views from the local community and Public Rights of Way (PRoW) network within Visual Receptor Areas (VRA) D5 Fordham, D6 West Bergholt, Fordham Heath and Eight Ash Green, and D7 Fordstreet and Aldham. Further detail is provided in the ES, Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). An Outline PRoW Management Plan (document reference 7.6) has been submitted as part of this DCO application. This document sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The Outline PRoW Management Plan has				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		defined the management of the PRoW between TB49 and TB53. These include Fordham 33 (share the same path with Essex Way), Fordham 35 (shares the same path with Essex Way), Aldham 3 (noted as FP3 in the consultation response), Aldham 5 (noted as FP5 in the consultation response) and Aldham 7 (noted as FP7 in the consultation response). Fordham 33 (shares the same path with Essex Way), Fordham 35 (shares the same path with Essex Way), Aldham 5 and Aldham 7 would be temporarily closed with managed access, that is, allowing a safe passage throughout of the PRoW and Essex Way users. Aldham 3 would be partly temporarily closed with managed access, and partly temporarily closed with diversion. National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including grade II listed buildings in this area. All listed buildings within 2 km of the Order Limits are considered in the historic environment assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. These actions have been documented and are presented in the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), which forms an integral part of the Environmental Impact Assessment (EIA) for the Project. The approach to assessment and mitigation presented in ES Chapter 11: Historic Environment (document reference 6.11) have been discussed and agreed with key heritage stakeholders. The assessment of Fordstreet Conservation Area (CA9) concluded that the Project would have a significant effect on the setting of the asset during construction and operation phases. The assessment of Church Of St Margaret And St Catherine (1170063) concluded that the Project would have a not significant effect on the setting of the asset during construction and operation phases.				
10-34.18	Concern about the impact of Pylons TB54, TB55, TB56, TB57, TB58, and / or TB59 (e.g. impact on St Margaret's Church and St Catherine's Church;	The impacts of pylons on agricultural land and soils are assessed in full in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental	X		X	

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	impact on listed buildings at Aldham Hall; impact on Public Rights of Way (PRoWs) (FP15 that links to Aldham Hall Wood; FP12; FP13); impact on Crapes Fruit Farm and associated wildlife; impact on views; impact on residences; impact on birds, including geese and swans)	Statement (ES). It is considered that as the permanent land take of agricultural land from pylon footings is relatively small proportional to field sizes, agricultural operations, land quality and land management should remain the same. Standard mitigation would be implemented to reduce the impacts of construction on agricultural operations, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2), including maintaining access to agricultural land uses throughout the construction phase (or as agreed through landowner discussions) and providing alternative field access where field-to-field access points require alteration because of construction. In response to the wildlife/bird concerns, a range of protected species and other ecological surveys have been undertaken and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the ES. This includes an assessment of impacts on wildlife/ecological receptors around Crapes Fruit Farm. Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority (LPA) as relevant. The Socio-economics, Recreation and Tourism ES assessment covers the potential effects on PRoW, including footpaths, from the Project. An Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) is submitted as part of the Development				

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		Consent Order (DCO) application which details the proposed management of PRoW during construction. The Outline PRoW Management Plan has defined the management of the PRoW for Aldham 12 (noted as FP12 in the consultation response) and Aldham 15 (noted as FP15 in the consultation response). Aldham 15 will be temporarily closed with managed access, that is, allowing a safe passage throughout for the PRoW users during construction (current indicative duration of four years). Access to the PRoW is anticipated to be reinstated during operation. Aldham 12 will be partly temporarily closed with managed access during construction (current indicative duration of four years) and partly with temporary closure with diversion. Access to the PRoW is anticipated to be reinstated during operation. Aldham 13 (noted as FP13 in the consultation response) is located beyond the Order Limits. Hence, access disruption is not anticipated during construction and operation. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA. The LVIA includes as assessment of both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project. The LVIA is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). The ES is supported by Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3)				

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		which provides an assessment of effects on visual receptors (people) within Visual Receptor Areas (VRA) during the construction and operation (and maintenance) of the Project. This includes pylons TB54 to 59 which are located near Aldham in Section D on the boundary of VRA D7 - Fordstreet and Aldham, and VRA D6 -West Bergholt, Fordham Heath and Eight Ash Green. The assessment concludes that there would be significant effects on views from the local community and PRoW network within VRA D6 and VRA. D7. National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including grade II listed buildings in this area. All listed buildings within 2 km of the Order Limits are considered in the historic environment assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to				

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		heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. These actions have been documented and are presented in the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), which forms an integral part of the Environmental Impact Assessment (EIA) for the Project. The approach to assessment and mitigation presented in ES Chapter 11: Historic Environment (document reference 6.11) have been discussed and agreed with key heritage stakeholders. The assessment of Aldham Hall (1306270) concludes a temporary moderate adverse significance of effect during construction and a permanent moderate adverse significance of effect during operation. This is due to changes within the setting of the asset that would impact its value. No additional mitigation measures are proposed as any measures designed to lessen the visual impact of the Project, such as screen planting, would themselves be of a scale that would visually adversely alter the setting of the asset. The assessment of Wagon Lodge To North Of Aldham Hall (1337391) concludes a temporary moderate adverse significance of effect during construction and a direct, permanent moderate adverse significance of effect during operation. This is due to changes within the setting of the asset that would impact its value. No				

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		additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. The assessment of Church Of St Margaret And St Catherine (1170063) concludes a temporary minor adverse significance of effect during construction and a direct, permanent moderate adverse significance of effect. This is due to changes within the setting of the asset that would impact its value. No additional mitigation measures are proposed as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				
Construction Impacts						
10-34.19	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the	X	X	X	

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		Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).				
10-34.20	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found	X	X	X	

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		within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts				
10-34.21	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES	X		X	

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		Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP (document reference 7.2)) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance				

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		(IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP (document reference 7.2) sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				
10-34.22	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the Local Highway Authorities and National Highways. An AIL routing strategy	X		X	

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		containing details about these movements are submitted in support of the Development Consent Order (DCO) application.				
10-34.23	Concern about vibrations from construction	An assessment of construction vibration is presented in Environmental Statement Chapter 14 - Noise and Vibration (document reference 6.14). The assessment considers both the potential impact upon people within buildings (i.e. disturbance), and potential damage to buildings and structures. The assessment considers relatively worst-case construction methodologies and does not take account of potential mitigation. This is so that potential 'hot-spots' can be identified where there is the potential for significant adverse effects, without mitigation. The construction vibration assessment has identified 74 locations where there is potential disturbance to people within buildings from construction vibration. Of these, 72 relate to potential vibratory compaction activities which would be expected to be for a relatively short duration (i.e. less than day). The remaining two relate to potential piling activities for pylon foundation construction. With regards to potential damage to buildings and structures, the assessment highlights locations where there is a potential non-zero risk of damage. 14 locations have been identified, all of which relate to potential vibratory compaction activities.	X		X	

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		In all cases, significant adverse effects, or potential structural damage, can be avoided with the use of best practicable means (BPM). This may include alternative methods, such as non-percussive/vibratory techniques. Additionally, prior to undertaking works, the Main Works Contractor(s) would conduct a detailed construction vibration assessment based on their specific methodologies and determine specific mitigation measures, where applicable.				
10-34.24	Concern that the trench and cables in Stratford St Mary will have to be left open for 3 years whilst the rest of the installation is completed so that it can all be tested prior to back filling. During this time there will be multiple flood weeks and days when the cables, equipment and excavation will be underwater and open to damage. Concern that during these 3 years there is also a considerable risk that the trench, cables and spoil will divert the water flow across the fields and cause additional flooding.	Trenches would be opened to allow for installation of ducts and structural surrounds. The majority of the trenches would be open for two to three months, depending on the construction schedule, and in most cases would be closed much sooner. The spoil removed from the excavations would be used to backfill over the cables and as such any bunding created by the spoil heaps would be in place for the same amount of time as the excavation. In certain locations (e.g., at joint bays and complex third party asset crossings) they may need to be open for longer, but for these isolated cases mitigation measures would be put in place to prevent flooding of the excavation and surrounding areas. A Flood Risk Assessment (FRA) (document reference 7.9) has been undertaken and is part of the Environmental Statement (ES) submitted with the Development Consent Order (DCO) application. The FRA would continue to be updated as the designs progress, through the use of	X			

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		Flood Risk Activity Permitting (FRAP) with the Environment Agency.				
Consultation						
10-34.25	Comment supportive of engagement that has taken place / feel listened to	National Grid notes the respondent's feedback.			X	
10-34.26	Comment supportive of the Project in this section	National Grid notes the respondent's feedback.	X		X	
10-34.27	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	X		X	
Design Change						
10-34.28	Suggest that existing overhead lines in this section should be removed	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.				
10-34.29	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of the combination of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance withNPSEN-5 and would result in substantial cost to bill payers. There may also be			X	

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		significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.				
10-34.30	Suggest that the existing overhead lines in this section are reinforced / upgraded instead	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations would be required to accommodate the changing demands on the network.			X	
10-34.31	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible.			X	

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		We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line would be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of				

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		fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual amenity. The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed.				

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		Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.				
10-34.32	Suggest that the Project should run in closer to / parallel to the existing overhead lines	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) presents very substantial challenges to routeing and siting. As a result, whilst close paralleling		X	X	

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		may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.				
10-34.33	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have	X		X	

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		engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do				

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		include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.				
10-34.34	Suggest that the Project should run adjacent to major roads	In developing the Project National Grid has considered the potential to parallel existing transport infrastructure such as major roads and consider them to be less preferred alternatives. Numerous properties (residential and commercial), constraints such as existing overhead lines and environmental features are present in close proximity to existing transport infrastructure and would be more adversely affected by close paralleling, therefore no change is proposed.			X	
10-34.35	Suggest that the Project uses brownfield sites closer to London such as Grain	National Grid has previously considered a number of alternative sites for the East Anglia Connection Node (EACN) substation during the initial siting work as set			X	

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		out in the 2022 Corridor and Preliminary Routeing and Siting study (CPRSS) (available on the Project website), including brownfield sites and connections to sites such as Grain. The decision making about siting balances the environmental effects, technical consideration and cost arising from the substation and the connections to it for both National Grid and the three customer's infrastructure. The availability of a brownfield site will, in reality, have little influence on the preference for a strategic connection option. It does not for example negate the substantial cost differential for an offshore option. In respect of the EACN substation, we have reviewed this again and as set out in the 2025 Design Development Report (document reference 5.15) continue to consider the EACN substation, as proposed, to be the preferred location on the basis that an alternative further west presents multiple aspects of uncertainty and construction risk, reduces future flexibility, increases risks to programme for the customers and National Grid with potential for substantial constraint costs if programme is delayed.				
10-34.36	Suggest the Project uses underground cables through Ardleigh	There are technical and practical reasons for retaining overhead line for the immediate line entry to the East Anglia Connection Node (EACN) substation (equating to the last one or two overhead line spans). This is due to the very considerable risks presented by the complex and technically challenging crossing of multiple cables. There is also a potential need to retain overhead line	X		X	

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		through to TB7 in order to reduce the interaction with a potential minerals site (subject to the outcome in respect of consultation on the Essex Minerals Plan (EMP) and whether the site is confirmed. On this basis a combination of one underground cable and one overhead line for the immediate line entry to the EACN substation is required. There are further technical challenges between TB15 and TB22, where the combination of the reservoir and multiple adjacent development proposals require the use of overhead line. National Grid has considered the potential for the use of underground cable between TB7 and TB15. To be consistent with policy the requirements set out in National Policy Statement (NPS) EN-5 paragraph 2.9.23 must be engaged and the Secretary of State of the view that the cost to reduce effects is justified. Assessments have concluded that nature conservation and heritage effects are not at a level to suggest a need to change from overhead line to underground cable. There are effects on community receptors from views of the alignment from residential properties and when traveling through the area on roads and public rights of way though these are not in themselves considered to meet the threshold within 2.9.23 of the NPS EN-5. There are also certain viewpoints within the National Landscape from which infrastructure outside the setting of the National Landscape can be seen, but these are not considered to be significant in Environmental Impact Assessment (EIA) terms. These effects are not				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considered to be at a level to engage para 2.9.23, but even if they were, the additional cost of between approximately £80 m to £135 m depending on installation technique) for undergrounding the connection between around TB7 and TB15 is not considered to be justified. Whilst reducing some effects it would introduce effects resulting from the new Cable Sealing End (CSE) compounds (and potentially head houses if required). Taking all factors into account, National Grid considers that, on balance, the potential cost of adopting an underground cable solution is not justified for the level of benefit it provides.				
10-34.37	Suggest the Project is re-routed to the west of Fordham and Ford Street (e.g. to mitigate impact on villages, school, amenity land, and archaeological dig, and the landscape) as per plan provided by respondent	National Grid has considered alternative routes both to the west and to the east of the alignment published at statutory consultation. The reasons for these being less preferred were set out in the 2024 Design Development Report (DDR) from paragraph 5.4.136 (available on the Project website). The 2024 report identifies some potential for the alternative to the west to reduce effects (which we equate to the respondents phrasing 'to mitigate impacts') but fails to identify that there were also other factors on which the alternatives performed less well. National Grid must consider all factors and make a balanced decision informed by the policy context of National Policy Statement (NPS) EN-5 and routeing guidance such as the Holford Rules. In the absence of new evidence or the identification of new factors we remain of the view that such alternatives are less			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		preferred for the reasons set out in the 2024 DDR. We have undertaken an Environmental Impact Assessment (EIA) for the Project and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that has been submitted with the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects.				
10-34.38	Suggest that the Colne Valley should be treated as an extension of the Dedham Vale National Landscape / Suggest that the Colne Valley should be protected in a similar way to the Dedham Vale National Landscape	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Colne Valley would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-34.39	Concern about the impact of the Project on Fordham Hall Estate (e.g. given that it is Eastern England's largest woodland creation site; it is a habitat for a	National Grid has worked to minimise potential impacts on the historic environment, including listed buildings such as Fordham Hall (1267740) and its setting, through			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	diverse range of wildlife; it is a valuable public amenity; part of the estate has also been designated as an "archaeological special area")	strategic routeing and siting measures. Statutory consultation feedback and the results of archaeological fieldwork have been used to inform design development to reduce as far as practicable impacts to archaeological remains in this area. As a result of this information pylon TB47 was moved north-east to avoid direct physical impact to the archaeological site in this area. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes, including Fordham Hall, and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4 Geophysical Survey Results Report (document reference 6.11.A4). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		In relation to biodiversity, a suite of ecological surveys supported by a desk-based assessment established a biodiversity baseline to inform impact assessment. Potential direct and indirect impacts on important ecological features have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects.				
10-34.40	Criticism that five pylons are proposed in farmland (adjoining the Fordham Hall Estate) which is included as part of a countryside stewardship scheme, and is criss-crossed by rights of way	National Grid has considered alternative routes both to the west and to the east of the alignment published at statutory consultation in the location of the Fordham Hall Estate. The reasons for these being less preferred were set out in the 2024 Design Development Report (DDR) from paragraph 5.4.136 (available on the Project website). The respondent does indeed identify that the 2024 report identifies some potential reductions in some effects for the alternatives but fails to identify that there were also other factors on which the alternatives performed less well. National Grid must consider all factors and make a balanced decision informed by the policy context of National Policy Statement (NPS) EN-5 and routeing guidance such as the Holford Rules. In the absence of new evidence or the identification of new factors we remain of the view that such alternatives are less preferred for the reasons set out in the 2024 DDR. We have undertaken an Environmental Impact Assessment (EIA) for the Project and the findings are			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that has been submitted with the Development Consent Order (DCO) Application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects.				
10-34.41	Suggest the use of underground cables for the Project through the Colne Valley (e.g. in line with National Policy Statement (NPS) EN5, Section 2.9.23 and 2.9.3) / Suggest the use of underground cables for the Project through the Colne Valley and its tributaries	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Colne Valley would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-34.42	Concern that the Project will impact flooding / drainage at Stratford St Mary which is a high risk flood area / Suggest mitigation measures with regards to works on the floodplains and flood risk at Stratford St Mary / Concern that the chosen crossing	A Flood Risk Assessment (FRA) (document reference 7.9) has been prepared as part of the application for development consent. The assessment was scoped in consultation with key flood risk management authorities and demonstrates how flood risk would be managed	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	point on the river at Stratford St Mary is not a suitable location (e.g. the area is a very active floodplain with eight flood warnings issued over the last winter period, and soil disturbed for the use of underground cables is likely to be washed into the river by rainfall) / Suggest that the proposed underground cables should be rerouted away from this part of the river	during construction and operation of the Project, describing the measures that would be put in place to ensure no increase to flood risk, which is a key requirement of the National Policy Statement (NPS) for Energy Infrastructure. Where the Project crosses existing flood defence infrastructure, such as at the River Stour at Stratford St Mary, key crossing design principles have been agreed with the Environment Agency/Lead Local Flood Authority as applicable, and monitoring would be undertaken during construction of the crossing to ensure that the integrity of flood defences is maintained. In addition, the main works contractor would manage the Stratford St Mary worksite in accordance with a Flood Warning and Evacuation Plan (an outline of which is appended to the Outline Code of Construction Practice (CoCP) (document reference 7.2)) and as part of this plan, measures and protocols would be enacted to prevent pollution of the River Stour during adverse weather events.				
10-34.43	Request pylon TB69 is moved closer to the west of the hedge (as in original proposals) mitigating the visual impact on the public footpath network and Kings Arms Pub	National Grid notes the respondent's feedback. Due to long spans between pylons in this section, to move TB69 back to the west of the hedge would require taller pylons and therefore would increase visual impacts. Therefore, the current location of the pylon is preferred, and no change has been made. We have completed a Landscape and Visual Impact Assessment (LVIA) which assesses the visual impacts of the Project. The LVIA is presented in the Environmental Statement (ES), Chapter			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-34.44	Suggest that the additional feature added behind Greengage Close is relocated, any equipment or structure would obscure the views from properties in Greengage Close	National Grid notes the respondent's feedback. The area of the Order Limits behind Greengage Close is for environmental mitigation only. Proposals in this location will require short-term works below/at ground level and would not obscure views from properties.			X	
10-34.45	Suggest a direct line to Norwich, or Kings Lynn, to join into the Midlands infrastructure mitigating the need to transport large loads across land	It is not clear whether the respondent is referring to National Grid Infrastructure or connections from offshore windfarms. If the former, then the strategic optioneering process set out in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) (found on the Project website) and subsequent 2023 and 2024 Strategic Options Backcheck and Reviews (available on the Project website) and the 2025 Strategic Options Backcheck and Review (document reference 7.17) have considered different arrangements to achieve the reinforcement. All require new infrastructure to be constructed to both connect to transmission infrastructure in the midlands and to reinforce the movement of that power onwards. There would also still be a requirement to connect the three customers (North Falls, Five Estuaries and Tarchon). Overall the suggested change would transfer effects elsewhere and be expected to increase through a need for additional infrastructure, therefore no change has been made.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-34.46	Suggest alternative routing to access the EACN substation from the A120 to minimise the impact on Little Bromley. All construction work for the scheme must be done together to keep disruption and impact on residents and businesses to a minimum time frame	National Grid has worked with the local highway authorities, National Highways and proposed North Falls and Five Estuaries (NFFE) projects to develop a coordinated shared access proposals for the Project. The proposed access arrangements for the Project is for construction traffic to avoid the village of Little Bromley and instead is proposed to be routed via a private access road between Bentley Road and Ardleigh Road. If our construction programme and the North Falls Five Estuaries programmes align, we have agreed that we would use part of their offline haul road within their cable swathe to provide temporary access to the proposed East Anglia Connection Node (EACN) substation. This is explained within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).			X	
10-34.47	Suggest that the windfarms and interconnector should use HVDC to industrial sites near market for power where converter stations should be built (e.g. to mitigate the impact on Little Bromley and other rural villages)	Only the Tarchon project is utilising High Voltage Direct Current (HVDC) technology so there would be large additional costs for the two windfarm customers to utilise HVDC technology. That aside, generators of electrical power have to seek approval for the generation from National Energy System Operator (NESO) who also advise them on the point of connection to the Distribution or Transmission system. NESO (and Energy System Operator (ESO) its predecessor) have identified that the customers are to connect at a new substation. It is impractical and less efficient and less cost effective to allocate specific generation sources to connect to particular areas of demand when additional			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		resilience, efficiency and cost effectiveness can be achieved by integrating, potentially with reinforcement, into closer parts of the distribution and transmission network.				
10-34.48	Suggest Old Ipswich Road is used for construction traffic instead of Wick Lane as Old Ipswich Road is a two-lane carriageway which already has large haulage vehicles or Dead Lane as this is wide and less winding than Wick Lane	Old Ipswich Road is proposed as a Primary Access Route (PAR) to provide access to the construction haul road and the associated pylons. However, to ensure continued access along the haul road from two directions National Grid are required to cross the Ardleigh reservoir via a short section of Wick Lane to join up with the haul on the opposite side.			X	
10-34.49	Request underground cables are used in Fordham Valley	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Fordham Valley would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-34.50	Request underground cables are extended to Fordham Village	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Fordham Village would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-34.51	Concern about the impact on Pylons TB60 to TB64 and adjacent haul road for the Project (e.g. impact on the Gatehouse; impact on Public Rights of Way (PRoWs) (Bridleway 20; FP20; FP22; FP 8); impact on the environment; impact on the Roman River Corridor stretching from Great Tey to Marks Tey)	National Grid has sought to reduce, as far as practicable, impacts on the environment/countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities (LPAs)) throughout the development of the Project design and environmental assessment work.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		An Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) has been submitted as part of this Development Consent Order (DCO) application, and sets out management measures and mitigation measures for each PRoW affected by the construction activities and operation of the Project. The Outline PRoW Management Plan has defined the management of the PRoW, which includes PRoW that shares paths with the Essex Way. These include Bridleway 20; Footpath (FP)20; FP22; FP 8. These would be partly temporarily closed managed and partly temporarily closed with diversion. The concerns raised relate to pylons TB60-64 in the area between Church House Wood and Little Tey House, where the alignment crosses through an area of farmland and along the watercourse (the Roman River). It is unclear from the feedback what a preferred solution might be, other than not to have the alignment pass through this area. Any shifts in alignment here (north or south) would bring the alignment closer to either areas of settlement, or to the Site of Special Scientific Interest (SSSI) in the south, or the ancient woodland near Church House Farm in the north, or introduce angle pylons which differ in profile and can be visually detracting. As such, this alignment remained preferred and was assessed as part of the Environmental Impact Assessment (EIA) for the Project.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The results of this assessment are provided in the Environmental Statement (ES) that accompanies the DCO application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. This includes a Landscape and Visual Impact Assessment (LVIA), which includes an assessment of landscape and visual effects. The approach to the LVIA follows professional guidance as set out in Environmental Statement (ES) Appendix 13.1: Landscape and Visual Methodology (document reference 6.13.A1). This includes Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3), the 2013 third edition of the 'Guidelines for Landscape and Visual Impact Assessment' as prepared by the Landscape Institute and the Institute of Environmental Management and Assessment. The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13). The methodology and approach have been agreed with relevant stakeholders and the assessment prepared by qualified and experienced landscape professionals.				
10-34.52	Suggest that the CSE compound is re-located further north, at least as far as Pylon JC26 (e.g. to enable the safe operation of Raydon Wings Airfield), and that the underground cables and haul road also avoids all runways within the airfield	National Grid has appointed an independent aviation consultancy which has engaged with the operators of Raydon Wings airfield (with National Grid also present) to inform their impact assessment. The overhead line alignment (including the Cable Sealing End (CSE)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		compound is assessed to be at a sufficient distance to the north of the runway to ensure that overflight is not required on take-off or landing, and that approaches are therefore not impacted. Furthermore, the alignment need not impact existing flying circuits to the north as overflight is assessed to be at a safe distance. We will continue to engage with the airfield operators to confirm the acceptability of the design. Alternative locations for the CSE compound have been assessed, however the current location is preferred in terms of technical feasibility. In view of the assessment conclusions, the proposed relocation of the CSE compound further north, increasing the length of underground cable, cannot be justified on grounds of aviation safety.				
10-34.53	Suggest that the angle pylon north of Little Wenham is removed, and diverted to Chattisham	National Grid notes the respondent's feedback. The angle pylon at JC26 (now JC27), is required in this location in order to avoid other constraints such as woodland and properties while continuing the route north to Bramford Substation. We are therefore not proposing a change to the location or removal of this pylon.			X	
10-34.54	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference 5.15), published as part of the Development Consent Order (DCO) application.				
10-34.55	Suggestion that the Project is routed away from / the Project should not be located at Aldham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Aldham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 Appendix I22 of this report. We are therefore not proposing a change to the alignment at Aldham.	X		X	
10-34.56	Suggestion that the Project is routed away from / the Project should not be located at Holton St Mary	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Holton St Mary. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Holton St Mary.				
10-34.57	Suggestion that the Project is routed away from / the Project should not be located at Raydon	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Raydon. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Raydon. National Grid has appointed an independent aviation consultancy which has engaged with the operators of Raydon Wings airfield (with National Grid also present) to inform their impact assessment. It is assessed that whilst the overhead line represents a new obstacle in the vicinity of the aerodrome, it is sufficiently distanced from the runway, take-off and landing paths, and flight circuits to the north to enable operations to continue safely, although minor changes to operational procedures may be undertaken by the operator. We will continue to engage with the relevant parties to confirm the acceptability of the design.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
10-34.58	Suggestion that the Project is routed away from / the Project should not be located at Hillhouse Woods	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Hillhouse Woods. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Hillhouse Woods.			X	
10-34.59	Suggestion that the Project is routed away from / the Project should not be located at The Colne Valley	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Colne Valley, specifically pylons TB41-TB47. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at the Colne Valley.				
10-34.60	Suggestion that the Project is routed away from / the Project should not be located at Great Horkesley	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great Horkesley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Great Horkesley.			X	
10-34.61	Suggestion that the Project is routed away from / the Project should not be located at Fordham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Fordham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Fordham.				
10-34.62	Suggestion that the Project is routed away from / the Project should not be located at Marks Tey	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Marks Tey. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Marks Tey.	X		X	
10-34.63	Suggestion that the Project is routed away from / the Project should not be located at Ardleigh	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ardleigh. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Holford Rules is provided within Chapter 1 Appendix I22 of this report. We are therefore not proposing a change to the alignment at Ardleigh.				
10-34.64	Suggestion that the Project is routed away from / the Project should not be located at Little Bromley	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Little Bromley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Little Bromley.	X		X	
10-34.65	Suggestion that the Project is routed away from / the Project should not be located at Stour Valley	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Stour Valley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		report. We are therefore not proposing a change to the alignment at Stour Valley.				
10-34.66	Suggestion that the Project is routed away from / the Project should not be located at Ford Street	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ford Street. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Ford Street.			X	
Economic / Employment Impact						
10-34.67	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.				
Environmental Impact						
10-34.68	Concern that the Project will impact SSSIs	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). The Project avoids all direct impacts on SSSIs, with no long-term negative impacts anticipated on any SSSIs as a result of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid will continue to engage with Natural England.				
10-34.69	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied wherever practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An Ancient Woodland and Veteran Tree Strategy is included as part of the Outline Landscape and Ecological Management Plan (LEMP) (see Appendix B of the Outline LEMP (document reference 7.4)). The Outline LEMP (document reference 7.4) has been developed in consultation with relevant stakeholders including Natural England and local planning authorities.			X	
10-34.70	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as local wildlife sites (LWS), Royal Society for the Protection of Birds (RSPB) reserves and Special Protection Area (SPA's).	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Whist there are no impacts on RSPB reserves, potential direct and indirect impacts on LWS's and SPA's within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). SPA's and the associated impact on birds has also been considered within the Habitats Regulations Assessment Report (HRA) (document reference 5.3).				
10-34.71	Concern that the Project will impact Ramsar site	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Ramsar sites. Although there are 13 Ramsar sites within the study area, current proposals avoid the majority of impacts, with no long-term negative impacts anticipated on any Ramsar site as a result of the Project. Potential direct and indirect impacts on each scoped in Ramsar site has been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and/or Habitats Regulations Assessment (HRA) depending on potential impact pathways. Any necessary mitigation has been detailed within the ES, HRA and the Outline Code of Construction Practice (CoCP) (document reference 7.2) to ensure no significant residual effects, as agreed with Natural England.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-34.72	Concern that the Project will result in a negative impact on the environment / countryside generally (no details given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				
10-34.73	Suggest that areas other than the AONB should be protected / Criticism that only the AONB has been considered	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect National Landscapes. Our proposals include a total of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for short sections near Fairstead and North Tilbury. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them elsewhere, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economic and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in ES Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out potential effects on landscape and visual receptors.				
10-34.74	Concern that the Project will impact conservation area	The potential for the Project to affect the setting and significance of Conservation Areas has been comprehensively assessed in accordance with established best practice and guidance such as Good Practice Advice Note 3: The Setting of Heritage Assets (Historic England, 2017) and other relevant policy and guidance such as Conservation Principles (Historic England, 2008) and relevant planning policies including	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the Overarching National Policy Statement for Energy (EN-1). The assessment methodology and its application have been discussed with and agreed by key heritage stakeholders, including Historic England and relevant local planning authorities, through the Scoping process and subsequent thematic working group meetings. This collaborative approach has ensured that the assessment is robust, proportionate, and in line with expectations. Each Conservation Area potentially affected by the Project has been individually assessed for both direct and indirect effects, including impacts arising from change to setting. These assessments are presented in Chapter 11: Historic Environment of the Environmental Statement of the Environmental Statement (ES) (document reference 6.11), supported by detailed mapping and analysis in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The methodology considers all relevant aspects of significance, including historical, architectural, and evidential values, as well as the contribution of setting to that significance. Where adverse effects on the setting of Conservation Areas have been identified, the Project has sought to reduce these through route refinement and design evolution. This includes, where appropriate, adjustments to pylon locations, alignment shifts, and the development of mitigation proposals in the Outline Archaeological				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). We are therefore confident that the assessment of impacts on Conservation Areas has been carried out to a high standard and that appropriate measures have been taken to mitigate any identified adverse effects.				
10-34.75	Concern about the impact of the Project on flooding	A detailed Flood Risk Assessment (FRA) has been prepared (document reference 7.9). The FRA assesses flood risk to the Project and the impacts that the Project's construction and operation would have on flood risk from a wide range of sources. The assessment has been informed by a wide range of data sets, including the January and March 2025 data from the Environment Agency, and by engaging with the Environment Agency and all of the relevant Lead Local Flood Authorities and Drainage Boards. The FRA has identified a range of controls and mitigation measures to prevent flood risk impacts, which have been secured through a range of commitments set out in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The FRA (document reference 7.9) also describes the measures and strategy that would be put in place to manage surface water runoff arising from Project construction worksites and operational infrastructure.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Financial Compensation						
10-34.76	Concern that the Project will devalue property / impact on property value in this section	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-34.77	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
Health, Safety & Wellbeing						
10-34.78	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.				
10-34.79	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the EMF compliance report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and looks to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid have followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-34.80	Concern that the Project poses a safety risk to aircraft (including balloons) in the area / Concern that the Project will impact airfields in this area	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1. Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including two helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory, statutory consultation and targeted consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				
Heritage						
10-34.81	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys,	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).				
10-34.82	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Environmental Statement (ES) Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). In some areas archaeological trial trench evaluation has been undertaken and is reported in ES Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques. and to take their views into account during Project development.				
10-34.83	Concern about the impact of the Project on Protected Lanes	The potential impact of the Project on Protected Lanes has been carefully considered throughout the routeing and siting process. National Grid has actively sought to reduce the impact on the historic environment, including Protected Lanes, as part of its commitment to preserving the cultural and historic character of the landscape.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The assessment of effects on Protected Lanes, where relevant as heritage assets or contributing to the setting of other designated or non-designated assets, has been undertaken in accordance with established best practice and guidance such as Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (2017) and national and local planning policies. The impacts of the Project on the historic environment are set out in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11), which includes an evaluation of potential physical impacts as well as impacts resulting from changes to setting. The assessment is informed by baseline data and site-specific investigations, including walkover surveys, geophysical survey results, and trial trenching where appropriate. In addition, management measures to minimise and mitigate impacts during construction and operation phases are detailed in Table 6.1 of the Environmental Statement and in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). These documents outline the approach to managing risks to heritage assets, including Protected Lanes, and reflect a commitment to adopting proportionate and appropriate mitigation based on the nature and sensitivity of the asset. We are therefore confident that Protected Lanes have been appropriately considered within a robust and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		proportionate heritage assessment, supported by consultation with relevant stakeholders and in accordance with national guidance.				
Mitigation						
10-34.84	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation (and maintenance) of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	X	X	X	
National Landscape (AONB)						

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-34.85	Criticism of routing the Project through the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	National Grid's consideration of corridor alternatives further to the west of the National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) was published within the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website). We have continued to backcheck the strategic connection proposal and siting of the East Anglia Connection Node (EACN) substation, which is part of the holistic consideration of the most appropriate form of the Project. In the absence of further information or new factors we continue to consider alternatives west of the National Landscape to be less preferred. On balance, these were less preferred as they would be longer and therefore lead to effects over a much greater length to other receptors at greater cost than the route through the National Landscape. Undergrounding through the National Landscape is consistent with National Policy Statement (NPS) EN-5. The siting of Cable Sealing End (CSE) compounds (the transition sites between the overhead line and underground cable) has identified locations to reduce effects on the designation and consider the use of trenchless techniques – subject to ground conditions – to reduce certain construction effects.	X	X	X	
10-34.86	Concern about the visual impact of overhead lines on the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Natural Beauty (AONB)) / the Project will be seen from the Dedham Vale National Landscape / Concern about the impact on views of the Dedham Vale National Landscape, both from within and from outside	instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. National Grid's proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, including consideration of effects on nationally designated landscapes. The LVIA is presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). ES Chapter 13 is supported by ES Appendix 13.5: National Landscape				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Assessment Study (document reference 6.13.A5) which presents the assessment of effects on Dedham Vale National Landscape. The assessment concludes that there would be no significant effects on people's views from Dedham Vale National Landscape during operation. Section 85 of the Countryside and Rights of Way (CRoW) Act (2000) specifies relevant authorities must seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes (Areas of Outstanding Natural Beauty) when carrying out functions in relation to or affecting land within a National Landscape or its setting. National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way 2000) (document reference 5.10) sets out the current status of National Grid's consideration of its duty as a relevant authority, in relation to the Project, to seek to further the purpose of the National Landscape. The approach taken has been discussed with relevant stakeholders and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes.				
10-34.87	Concern about the use of underground cables in the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be,	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. National Grid's proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. National Grid has sought to reduce, as far as practicable, impacts of underground cables within Dedham Vale National Landscape through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through changes to the route alignment and proposals for trenchless crossing to minimise impacts.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The installation of underground cabling is detailed in ES Chapter 4: Project Description (document reference 6.4) and would broadly adopt the following process: initially, the removal and storage of topsoil of a width sufficient to allow for construction machinery and the digging of the trenching required for underground cabling. Ducting is installed and trenches backfilled. The underground cables would then be pulled through the ducts. Hedgerows and shrubs reinstated where practicable. At this point, an appropriate grass seed mixture would be sown to encourage regrowth. In some locations trenchless techniques are expected to be adopted to reduce effects. It is anticipated that after a period of time following completion of the construction of the underground cabling and replanting of hedgerows and vegetation there would be minimal visibility of the works at ground level. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project, including the underground cabling, on landscape character and visual amenity and on the National Landscape and its special qualities. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). ES Chapter 13 is supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which presents the assessment of effects on Dedham Vale National Landscape. The assessment				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		concludes that there would be significant effects on the special qualities of the National Landscape during construction, as a result of the proposed underground cable. Once the Project is operational and the land has been restored, effects on the special qualities of the National Landscape would not be significant. Section 85 of the Countryside and Rights of Way (CRoW) Act (2000) specifies relevant authorities must seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes (Areas of Outstanding Natural Beauty) when carrying out functions in relation to or affecting land within a National Landscape or its setting. National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way 2000) (document reference 5.10) sets out the current status of National Grid's consideration of its duty as a relevant authority, in relation to the Project, to seek to further the purpose of the National Landscape. The approach taken has been discussed with relevant stakeholders and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes.				
10-34.88	Concern about the impact of the Project on the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) (generally)	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be,	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. National Grid's proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project, including the underground cabling, on landscape character and visual amenity and on the National Landscape and its special qualities. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). ES Chapter 13 is supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which presents the assessment of effects on				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Dedham Vale National Landscape. The assessment concludes that there would be significant effects on the special qualities of the National Landscape during construction, as a result of the proposed underground cable. Once the Project is operational and the land has been restored, effects on the special qualities of the National Landscape would not be significant. Section 85 of the Countryside and Rights of Way (CRoW) Act (2000) specifies relevant authorities must seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes (Areas of Outstanding Natural Beauty) when carrying out functions in relation to or affecting land within a National Landscape or its setting. National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way 2000) (document reference 5.10) sets out the current status of National Grid's consideration of its duty as a relevant authority, in relation to the Project, to seek to further the purpose of the National Landscape. The approach taken has been discussed with relevant stakeholders and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes.				
10-34.89	Comment supportive of the use of underground cables through the Dedham Vale National	National Grid notes the respondent's feedback.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))					
Primary Access Routes / Haul Road / Construction Compounds						
10-34.90	Concern about the proposed haul road for the Project which connects to Mill Lane, Fordham (from Pylon TB49 to TB59) (e.g. safety concerns at junction due to the steep incline either side of Fordham Bridge and restricted visibility on the west side when descending from the south; required removal of trees in Fiddlers Wood for visibility; as it passes through a floodplain; impact on FP4 that passes north-south along the western boundary of Fiddlers Wood; proximity to the river and Ford Street Conservation Area; safety concerns at junction with the A1124 on Ford Street Hill; safety concerns at junction with Green Lane and associated construction works; impact on residents where the haul road is proposed to be sited to the west of the Project between Pylons TB54 and TB55; impact on listed buildings and residences at the Brook Road crossing between Aldham Hall and Brick Cottages)	National Grid has been working with the local highway authorities and National Highways as we develop our access proposals for the Project. Our assessments have included visibility and highway geometry. As part of the design development of the Project, the proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures have been developed to include temporary traffic management measures such as speed limit reductions and/or temporary signals. The visibility splays have been reduced to 50 mph to minimise tree removal on Fiddlers Hill. The effects of works in proximity to watercourses and in floodplains have been assessed in the Environmental Statement (ES), Chapter 12: Hydrology, Land Drainage and Flood Risk] (document reference 6.12) and within the Flood Risk Assessment (document reference 7.9) and measures to mitigate any impacts are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2). An Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) has been prepared and submitted with the application for development consent. Environmental Statement (ES) Chapter 16: Traffic and	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Transport (document reference 6.16) provides an assessment of the pedestrian, cyclist and horse-rider delays for the PRoW if it is expected that there would be a temporary maximum increase in journey length/time for more than four weeks in any 12-month period. The Outline PRoW Management Plan has defined the management of the PRoW in the area around pylons TB49 to TB59. The PRoW would be temporarily closed with managed access, that is, allowing a safe passage throughout for PRoW users. Additionally, during certain types of works, some of the PRoW would be temporarily closed and diverted following a similar alignment to the existing PRoW. Footpath Aldham 3 and 12 would be temporarily diverted. As a result, no significant increase in journey time and trip length is expected. Therefore, the magnitude of impact on the PRoW is considered negligible or minor and the overall effect has been classified as not significant. Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) and Transport Assessment (document reference 7.11) have included an analysis of the personal injury collision data along the full length of the links along Primary Access Routes (PARs) and junctions including A1124 Halstead Road to identify patterns in collision locations in order to establish any areas of safety concern. The analysis has				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		not identified collision clusters or other areas of safety concern. Furthermore, the expected maximum number of construction vehicles during the construction peak period (worst-case) peak hour is of 42 two-way Heavy Goods Vehicle (HGV) movements over a short duration of time e.g. 1 week. The overall effects on road user safety from the construction phase would be short-term minor adverse and not significant. Therefore, it is reasonable to conclude that the Project would have no substantial adverse impact on road safety along the A1124 Halstead Road. Conservation areas within 2 km of the Order Limits are considered in the historic environment assessment for the Project, Fordstreet Conservation Area is therefore included in the assessment, which considers both direct and indirect impacts. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. Regarding Fordstreet, both the construction and operation phase of the Project would have a significant impact on the conservation area. The assessment of conservation areas is supported by setting surveys, as documented in the ES Appendix				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.				
Project Finance / Costs						
10-34.91	Suggest that the Secretary of State should weigh the cost-benefit of the use of underground cables in the Colne Valley, rather than National Grid, as per Section 2.9.24 of National Policy Statement (NPS) EN5 (e.g. even if determined that the relationship of the Colne Valley to the Dedham Vale is such that impacts do not also affect the National Landscape (formerly the Dedham Vale Area of Outstanding Natural Beauty (AONB))	In line with paragraph 2.9.24 of National Policy Statement (NPS) EN-5, as part of determining the application for development consent, the Secretary of State will consider undergrounding of cables only where the benefits, such as reduced visual or environmental impacts, clearly outweigh the additional costs and technical challenges.			X	
Public Rights of Way (PRoW)						
10-34.92	Concern about negative impact on Public Rights of Way (PRoW) / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.				
Requests						
10-34.93	Request for further impact surveys in this section	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.				
10-34.94	Request construction works do not impact unclassified roads such as widening or straightening the roads (e.g. Crabtree Lane access to CSE compound location TB35 and TB36)	National Grid has carefully considered the feedback received during consultation for this Primary Access Route (PAR) for construction vehicles. Localised widening along some of the PARs is required to enable two-way construction traffic. This widening will only be temporary and would be removed post construction. In the example of Crabtree Lane, there is no proposed widening of the road. However, because the access to the Cable Sealing End (CSE) compound is permanent, the vehicle access bellmouth will require permanent clear visibility to ensure the junction is safe and compliant with the Design Manual for Roads and Bridges (DMRB). In order to do this, we will need to take			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		a small slither of field on the eastern side of Crabtree Lane to ensure clear visibility is maintained.				
10-34.95	Request that National Grid provide details on the total sized of land area to be used by the Project within the parish of Ardleigh (both during construction and in operation), including the following sections of the Project: - The area around the East Anglia Connection Node (EACN) substation; - Area under pylons and overhead cables; - Area above top of underground cable; - Haul roads/compounds and other construction	The area required to implement the Project and intended use (i.e. permanent or temporary works) is provided in Figure 4.1 - Proposed Project Design (document reference 6.4.F1), the Works Plans (document reference 2.3) and the Land Plans (document reference 2.2) submitted as part of the Development Consent Order (DCO). At this stage, the plans are subject to detailed design. This shows the draft proposed footprint and Limit of Deviation (LoD) for the East Anglia Connection Node (EACN) substation, access route, pylons, underground cables and temporary haul roads and compounds. Further information about asset footprints and layout is also provided in the illustrative drawings that can be found in the Design and Layout Plans - Subs & Cables (document reference 2.6.1), the Design and Layout Plans - Overhead Lines (document reference 2.6.2) and the Design and Layout Plans - Traffic & Transport (document reference 2.6.3).			X	
Substation						
10-34.96	Concern about the impact of the East Anglia Connection Node (EACN) substation / Suggest that the EACN substation should be relocated (generally, no location given)	National Grid has previously considered a number of alternative sites for the East Anglia Connection Node (EACN) substation during the initial siting work as set out in the 2022 Corridor and Preliminary Routeing and	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Siting Study (CPRSS) and in response to feedback as set out in the 2023 and 2024 Design Development Reports (available on the Project website) where we considered an alternative site for the EACN substation to the west of the A12. The decision making about siting of the EACN substation balances the environmental effects, technical consideration and cost arising from the substation as well as the connections to it for both National Grid and the three customer's infrastructure. We have reviewed this again and as set out in the 2025 Design Development Report (document reference 5.15), continue to consider the EACN substation, as proposed, to be the preferred location. Sites closer to the coast would reduce customer infrastructure but would increase effects from the double connection that would be required. National Policy Statement (NPS) EN-5 would guide to this being by two overhead lines given its position outside a designated area. Alternatives further west present multiple aspects of uncertainty and construction risk, reduces future flexibility, increases risks to programme for the customers and National Grid with potential for substantial constraint costs if programme is delayed. The EACN substation site to the east of Ardleigh provides an appropriate location that balances the different interests, policy requirements and National Grid's statutory duties.				
10-34.97	Request the EACN substation is relocated to brownfield land / Request all projects given	The identification of the site for the East Anglia Connection Node (EACN) substation has considered a	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	permission to connect to the substation are connected elsewhere	number of other locations although no brownfield sites of sufficient size have been identified. The reinforcement need being met by the Project could potentially be met by a connection to Grain but as set out in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website), and confirmed in subsequent back checks, would be at considerably increased costs and therefore, would be less economic and efficient and not preferred. Alternatives to make the EACN substation connections at Bradwell have been considered in the Design Development Reports in 2023 and 2024 (available on the Project website) but were considered less preferred. The overhead line from Bradwell has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt however this onward connection via Rayleigh to Tilbury is also constrained by urban development and further designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell or Grain point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects. No change is therefore proposed.				
Technology / Operations						
10-34.98	Concern that the substations, interconnectors and battery storage facility proposed for Ardleigh and its boarders with Little Bromley and Lawford are at risk of catching fire (i.e. local roads are not wide enough for emergency service vehicles)	National Grid is not responsible for the design and operation of the Battery Storage facilities and interconnectors and would refrain from commenting on these. Fire risks identified within the East Anglia Connection Node (EACN) substation would be documented within a site specific risk assessment to ensure only approved technologies are used on site and plans are in place to manage any failures. A private access road between Bentley Road and Ardleigh Road is proposed as well as widening of Bentley Road and Ardleigh Road which would provide access to the EACN substation.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Tourism						
10-34.99	Concern about impact of the Project on tourism	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	X	X	X	
Visual Impact						

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-34.100	Concern about cumulative visual impact of the Project alongside existing overhead lines / concern about wirescape	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Network to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable and also to remove some sections of 132 kV overhead line to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in Chapter 13. The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects Assessment (document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the landscape and visual effects of the Project cumulatively	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with other proposed developments that are being progressed.				
10-34.101	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable. The proposed East Anglia Connection Node (EACN) substation is required to connect customers and the proposed Tilbury North Substation is required to connect the Project into	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the existing Tilbury Substation These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity. Landscape mitigation is proposed within Environmental Areas around substations and CSE compounds. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
10-34.102	Concern about the visual impact of the sealing end compound on Crabtree Lane and pylons TB35 / TB36 to TB45 on Highfields Farm and other listed	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including grade II listed buildings in this area.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	buildings in the vicinity / Concern about the visual impact of angle pylon TB40 on Highfields Farm	All listed buildings within 2 km of the Order Limits are considered in the historic environment assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. Mitigation measures, such as pylon placement and screening for both new and existing structures, have been explored to mitigate identified impacts effectively. These actions have been documented and are presented in the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), which forms an integral part of the Environmental Impact Assessment (EIA) for the Project. The approach to assessment and mitigation presented in ES Chapter 11: Historic Environment (document reference 6.11) have been discussed and agreed with key heritage stakeholders				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The construction and operation phase management measures in relation to the protected Lane are contained in the following documents: the Outline Code of Construction Practice (CoCP) (document reference 7.2) and Outline LEMP (document reference 7.4). There are three Listed buildings around pylon TB40, Highfields Farmhouse (1225094), King's farmhouse (1266530) and Coney Byes (1225071). Assessment of Highfields Farmhouse (1225094) concludes a temporary minor adverse significance of effect during construction and a permanent minor adverse effect during operation. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. Assessment of King's farmhouse (1266530) concludes a moderate adverse significance of effect during construction and a direct, permanent moderate adverse significance of effect during operation. No additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. Assessment of Coney Byes (1225071) concludes a temporary minor adverse significance of effect during construction and a permanent minor adverse significance of effect during operation. No additional				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable in the area. These compounds have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people in communities and using public rights of way). Chapter 13 is supported by Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This appendix sets out the assessment for visual receptor areas including D2 Little Horkesley and Wormingford, D3 Great Horkesley and Horkesley Heath, D5 Fordham and D6 West Bergholt, Fordham Heath and Eight Ash Green which are relevant to this feedback. There are also a number of viewpoints which relate to Project between TB35 / TB36 to TB45 including the following:				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Viewpoint 4.04 Viewpoint 4.05 Viewpoint 4.08 Viewpoint 4.14 Viewpoint 4.27 Viewpoint 4.28 Viewpoint 4.34 Viewpoint 4.30 Viewpoint HE4 These viewpoint locations are shown on ES Figure 13.7: Visual Receptors and Viewpoints (document reference 6.13.F7). The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the indicative landscape design for the CSE compound areas.				
Wildlife / Ecology Impact						
10-34.103	Concern about impact of the Project on flightpaths for birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed.				
10-34.104	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2025 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment (HRA) (document reference 5.3) and agreed with Natural England. Survey results have identified no areas of significant bird collision risk across the Project. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape Ecological Management Plan	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(LEMP) (document reference 7.4) accompanying the Development Consent Order (DCO) application.				
10-34.105	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2025 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-34.106	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2025 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	X		X	
10-34.107	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable,	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes protected plants, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid have committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
10-34.108	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.				
10-34.109	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2025 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% Biodiversity Net Gain (BNG) with environmental and societal benefits. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
10-34.110	Suggest ecological enhancements as part of the Project	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.			X	
10-34.111	Criticism that a thorough and full analysis of the ecology and environment in the Stour Valley has not been carried out (e.g. given the that the conclusions within the ecology reports which state that the valley is an unsuitable habitat for otters and other endangered species and therefore no further	National Grid has undertaken further otter surveys in 2023 and 2024, which included an updated assessment of the River Stour and surrounding watercourse. Otter surveys were primarily looking to identify habitat with potential for otter holts with the presence of otters well documented across the Stour Valley. The report is	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	research has been done, but residents regularly see otters and have proof of their presence in the area)	included as Appendix 8.13: Otter and Water Vole Report (document reference 6.8.A13) of the Environmental Statement (ES).				
10-34.112	Concern that ecological assessments have not been carried out for the new route	A range of protected species and other ecological surveys have been undertaken across the Order Limits and the results are outlined in Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). This has included an assessment of the final proposed alignment. Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England and the Local Planning Authority (LPA) as relevant.			X	
10-34.113	Concern National Grid is ignoring its duty to conserve and enhance the Dedham Vale Protected Landscape under the 2023 Levelling up and Regeneration Act	Section 245 (Protected Landscapes) of the Levelling-up and Regeneration Act 2023 (LURA) places a duty on 'relevant authorities', which in this context includes National Grid as a statutory undertaker, to seek to further the statutory purposes of protected landscapes (referred to as the 'seek to further' duty). In relation to National Landscapes (which includes the Dedham Vale National Landscape), this requirement has been incorporated into Section 85 of the Countryside and Rights of Way (CRoW) Act, which states: '*In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved Welsh authority must seek to further the*		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty'. The approach National Grid is taking to meet the 'seek to further' duty in relation to the Project has been detailed in National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10). The document details how the National Landscape and 'seek to further' duty has been taken into consideration during Project development and highlights potential further measures. The overall approach has been, and continues to be, discussed with relevant stakeholders (which includes but is not limited to the Dedham Vale National Landscape and Stour Valley Partnership) and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes' (Defra, 2024). It is intended the finalised measures would be secured by an appropriate mechanism as part pursuant to the DCO process. National Grid has committed to underground cables in areas of highest amenity value (including through and in the vicinity of the Dedham Vale National Landscape) which will further reduce the effects of the Project. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project, including consideration of effects on nationally designated landscapes. The full assessment of the effects on the National Landscape can be found in Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13) and supporting appendix (Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5).				
10-34.114	Concern about the impact of the Project on Gallows Green, as a Registered Village Green and County Wildlife Site, given that the Draft Order Limits extend a significant part of the Green (including a pond)	While not formally designated as a County Wildlife Site, based on information obtained for the local records centre, it is noted that Gallows Green is considered a valuable green space for the village offering ecological value. Direct impacts on Gallows Green have been avoided National Grid has worked to minimise potential impacts on the historic environment, including non-designated asset such as Gallows Green (4212), through strategic routeing and siting measures. Statutory consultation feedback and the results of archaeological fieldwork have been used to inform design development to reduce as far as practicable impacts to archaeological remains in this area. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in the ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. These actions have been documented and are presented in the ES, Chapter 11: Historic Environment, which forms an integral part of the Environmental Impact Assessment (EIA) for the Project. The approach to assessment and mitigation presented in ES Chapter 11: Historic Environment have been discussed and agreed with key heritage stakeholders The assessment of Gallows Green (4212) concludes that the asset would not be physically impacted by the Project. The setting of low value assets is not considered further as per agreed methodology.				
10-34.115	Suggest that the mature chestnut trees on the west side of Brook Road should not be removed for the haul road for the Project (e.g. removal may be required to improve visibility)	The Project aims to minimise impacts to trees including those that may be impacted for visibility splays. As detailed in the Outline Landscape and Ecological Management Plan (LEMP (document reference 7.4),	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The Project will prioritise the replanting for individual trees and small groups of individual trees within the Order Limits, offsite provision may however be required. Details of the onsite tree planting will be provided in accordance with the final LEMP or the Reinstatement Planting Plan secured in the draft DCO (document reference 3.1). Offsite tree planting will be secured via a legal agreement. National Grid have completed an Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) which has been submitted with the application for development consent.				
10-34.116	Concern about the impact of the haul road and Draft Order Limits for the Project on Church House Wood (a Natural England Priority Habitat) and between Pylon TB59 and the Marks Tey to Sudbury Branch Line (e.g. as this may require the removal of two ancient oak trees)	The Order Limits avoid Church House Wood and any recorded (Ancient Tree Inventory) or surveyed veteran trees in this area.	X		X	

Essex 1 feedback (Targeted Consultation)

Table 10-35 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Community / Social impact						
10-35.1	Concern about the impact of the Project on an underground drain that goes from the north-east of the respondent's home, emerging at the head of a ditch. This will result in the respondent losing the grey water disposal outfall as National Grid will not be reinstating the ditch as it is directly above the Project	National Grid has reviewed the underground alignment in this location, the alignment has been moved further away from the properties, however it is still required to cross in the same location. National Grid would seek to reinstate the affected land where possible to the same state prior to any works (or a condition agreed with the landowner). Crossing of underground utilities (both public and private) is normal practice for underground cable installation. Underground cable installation can normally be conducted without compromise to existing utilities. Detailed site investigations would be undertaken prior to construction to determine the location and nature of existing utilities. Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the Project ahead of construction starting on site.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-35.2	Concern that restrictive covenants over respondent's land in favour of Glebe House owners will be breached	National Grid notes the respondent's feedback. As the Project is a Nationally Significant Infrastructure Project, if the Project was to obtain development consent the Development Consent Order (DCO) would not be bound by any restrictive covenants. If the respondent has any specific concerns about their restrictive covenant and how it may be affected, they should contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.			X	
10-35.3	Concern that a high-pressure gas main on nearby land to the south of land parcel 5200 will not be turned off during National Grid's operations. Suggest that National Grid must do all that is technically necessary to ensure that the operation is carried out safely	National Grid is aware of and the presence of the high-pressure gas main. An Outline Code of Construction Practice (CoCP) (document reference 7.2) has been prepared and submitted with the Development Consent Order (DCO) application. This document provides commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase. Pre-construction surveys would be undertaken to aid the detailed design development of the underground cable route, these would be completed prior to construction. National Grid			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		works and consults with all statutory utility owners as well as the local water and electricity companies. Where required, appropriate mitigations would be agreed in order to negotiate such existing infrastructure. In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and visible and likewise as part of the consultation process we contact all third party utility providers in the area. This will be reviewed as the Project progresses. National Grid complies with Construction (Design and Management) Regulations (CDM) 2015 (as amended) and adopts a Construction (Design and Management) Regulations (CDM) 2015 (as amended) approach to the management of health and safety reflecting industry best practice.				
10-35.4	Concern that the area of the respondents land over which National Grid require access encompasses the entire estate and extends to over 450 acres, and the Notice is for "non-intrusive" surveys, but the 'List of Surveys' includes descriptions of intrusive works like soil pits and the use of hand augers, neither of which can be considered "non-intrusive" Concern that National Grid's recent 'Legal Notice	National Grid notes the respondent's feedback. We seek to enter into voluntary agreements with landowners for survey access. Entering into a voluntary agreement would allow National Grid and the landowner to agree dates and times for surveys and access requirements. If we are unable to enter a voluntary agreement with a landowner, we have to reply on the use of statutory notices which are more			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	For Access...' does not provide specific dates, times or locations of when or where on the estate survey access will be required. The area (Drawing Ref: NATIONAL GRID-NT- 2024-02-JR-LIC-5479) includes arable land, farm tracks, hedgerows and woodlands, wetland, water meadows, willow plantations, horse paddocks, hacking tracks, trails and footpaths, grazing land, shooting grounds, the river, glamping sites and holiday lets. Access in many of these areas will need to be planned not least because we have so many activities taking place on the estate that might be impacted by the survey work	general. If landowners would like to discuss surveys and access they should contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD				
Consultation						
10-35.5	Criticism of consultation materials on this change (Essex 1)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet which explained why the change had been taken forwards and Environmental Implication of Change (EIC) document, which includes information on the potential ecological impacts of the proposed change alongside flooding and proposed mitigations. These were sent to properties within the bespoke consultation zone for the relevant change. More information on how we defined the consultation zones is available in this Consultation Report. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the Targeted		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consultations was considered proportionate to the changes being consulted upon. Our maps were annotated to explain the details of the change. We believe that all the relevant information required for the public to make informed decisions was available and do not believe that this impacted the feedback we received. The maps we produced used data from the latest OS mapping software, however we are aware that some more recent developments might not be fully shown on these maps. We use a wide range of sources when developing our proposals to ensure a thorough knowledge of the local area and how our proposals might impact communities. We apologise for any confusion caused by data shown on the maps and had a dedicated phoneline and email address if anyone had questions on the documents produced or the proposed changes. We will publish our documents from our statutory and targeted consultations when we submit our application for Development Consent. Due to the time required to produce some of these documents after statutory consultation, they were not able to be published at targeted consultation. We do not believe this had an impact a respondent's ability to provide feedback on the proposed changes.				
10-35.6	Criticism that most survey data has not been made public	National Grid has made survey data and reports available to the public through the Environmental			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Statement, as part of the Development Consent Order application.				
Design Change						
10-35.7	Oppose the proposed change - Essex 1 (generally)	National Grid notes the respondent's feedback.	X	X	X	
10-35.8	Support the proposed change - Essex 1 (generally)	National Grid notes the respondent's feedback.	X		X	
10-35.9	Suggest the Project is routed to the south, following the field headland e.g., to reduce the area severed during construction, moving the Project onto less productive land	National Grid has considered the respondent's feedback, following the field headland would require tight bending radii and additional underground cable length. This would further limit the available space in the field by increasing the land take required and by creating small unusable pockets of land in the corners of the field. The direct route through the field retains approximately a 100 m swathe to the south of the permanent cable easement. The direct route through the field although initially it severs the field, it would allow the opportunity for operational usage to commence following completion of the main construction works, with controlled access over the construction swathe and haul road. Detailed Agricultural Land Classification (ALC) surveys determined that the area within the Order Limits in this field is Grade 2. The proposed rerouting to the south along the headland, which is outside the Order Limits, is also likely to traverse Grade 2 land. While headlands are typically less productive due to their position and use patterns, other design considerations were considered to outweigh this when determining the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		preferred route. If a landowner has concerns about impacts to their land they are encouraged to contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
10-35.10	Criticism that the construction site crosses Water Lane in two places, meaning the field immediately south of the respondent's home will be excavated, leaving a very narrow, insubstantial bank at some danger of collapse. Significant excavation would be needed in order to get down to the lane, in the process destroying the unique character of the lane and its protected status / Criticism that National Grid have not been to see the location to assess the access	National Grid notes the respondent's feedback. The crossing of Water Lane would be developed further during detailed design, impacts to the lane would be minimised where possible. The Environmental Statement (ES) (document reference Volume 6: Environmental Statement) submitted as part of the Development Consent Order (DCO) application, provides an assessment of the Project including temporary construction impacts and any permanent impacts. The detailed design for construction would consider the existing topography and would ensure a safe design is implemented to protect the bank from collapse. An Outline Code of Construction Practice (CoCP) (document reference 7.2) has been prepared and submitted with the DCO application. This document provides commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		construction phase. National Grid would continue to work with all affected landowners, where possible adapting the Project design or agreeing relevant mitigation.				
10-35.11	Concern about the impact of the Essex 1 change, if adopted, on the farmland of the Langham Hall Estate including farming activities and crop yield	The Environmental Statement (ES) (document reference Volume 6: Environmental Statement) submitted as part of the Development Consent Order (DCO) application, provides an assessment of the Project, including the impact on soils. National Grid is aware of the possible impacts on farmland, farming activities and the Langham Hall Estate, and is in communication with representatives of the estate. National Grid will continue to work with all affected landowners, and where possible agree relevant mitigation and /or compensation.		X	X	
10-35.12	Request red line boundary does not use the end of respondents back garden and is moved away from respondent's front garden to mitigate impact on family health and to minimise the microTesla dosage	National Grid notes the respondent's feedback, the red line boundary has been amended and no longer impacts the respondent's garden.			X	X
10-35.13	Concern that a heat exchange could be installed next to respondents home resulting in loud noise due to the heater needing to run 24/7	National Grid notes the respondent's feedback, there are no heat exchanges proposed as part of this Project.			X	
10-35.14	Concern that if the south of Water Lane is blocked during construction they would be unable to access Dedham Road, with cable laying blocking the exit from Docura's Farm Road the respondent's home	The proposed approach for road closures and management is set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) submitted as part of the Development Consent			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	will only be able to be access via the northern part of Water Lane	Order (DCO) application. It is anticipated that roads would only be closed where this is required for safe working. Temporary closures may be required for works including the construction of bellmouth junctions, highway mitigation, installation of buried cabling. If no suitable existing alternative access provision is available, a temporary alternative access would be provided.				
10-35.15	Concern the new route will worsen the impacts to Dedham Vale Protected Landscape and surrounding areas	The Environmental Implication Change (EIC) document prepared for the targeted consultation confirmed that there would be no change to the type or significance of landscape and visual effects as a result of the new route as proposed in Essex 1 when compared to the design and Preliminary Environmental Information Report (PEIR) presented at statutory consultation in 2024. The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances although it recognises that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		affect the natural beauty of the National Landscape. National Grid's proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project, including the underground cabling, on landscape character and visual amenity and on the National Landscape and its special qualities. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). Specifically, ES Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) presents the assessment of effects on Dedham Vale National Landscape.				
10-35.16	Suggest the haul road is relocated as it crosses the respondents farm, reducing the crossing of three access drives to one crossing south of the respondent's farmyard (e.g. to reduce interference with utilities, negate damage to TPO protected trees, and deflect and dilute disturbances caused by heavy traffic during construction)	National Grid notes the respondent's feedback and has amended the haul road as suggested in this area.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-35.17	Suggest that Black Brook, to the south of Dedham Road, should be afforded the same level of protection as Dedham Vale National Landscape due to the proximity and contribution to the richness of the landscape	National Grid notes the respondent's feedback. National Grid has sought to reduce, as far as practicable, impacts on Dedham Vale National Landscape through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through careful siting of Cable Sealing End (CSE) compounds, changes to the route alignment and proposals for trenchless crossings. The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. National Grid's proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Landscape including south of the National Landscape down to Black Brook and beyond and also a section at Great Horkesley, to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and is supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which considers impacts on the National Landscape and its special qualities. The landscape down to Black Brook is judged to form part of the setting of Dedham Vale National Landscape as set out in Annex A of ES Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5). The Black Brook south of Dedham Road is within the Stour River Valley Slopes Landscape Character Area (LCA), Sub Area A7b. As set out in ES Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) LCA A7b is considered to be of high sensitivity. The assessment concludes that there would be significant effects on the LCA during construction and at operation.				

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		Black Brook is also a receptor that has been assessed for the potential to impact on its hydrological attributes in Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) of the Environmental Statement (ES). It is also considered within the Flood Risk Assessment (document reference 7.9). These assessments conclude that there would be no likely significant residual impacts on the Brook following implementation of the embedded design and good practice measures that would be adopted, as described in the Outline Code of Construction Practice (CoCP) (document reference 7.2).				
10-35.18	Concern about the impact of the wide band of trenched cables running across parcel 5200 on access to the respondent's property / Suggest that National Grid evaluate the possibility of reinstating the 'split corridor arrangement' at parcel 5200, providing the respondent with all studies, reports and calculations on the subject of trenchless cabling versus trenched cabling across the Blackbrook Stream. Studies should include: - an evaluation of the loss of habitat, including important woodland which will be lost and can never be replaced; - the effect on wildlife, the environment and local ecology; - the potential for pollution and impact on water quality in the area; - the potential for change of water table and	National Grid notes the respondent's feedback, the change from trenchless technique to a trenched installation was included in our 2024 preferred draft alignment and was consulted upon at the statutory consultation. The design for the split crossing at Black Brook has been removed to avoid encircling a property. Note that the split corridor has been found to be unsuitable for trenchless installation via Horizontal Directional Drilling (HDD) (based on current assumptions and unknowns). Trenchless installation via HDD is taken as a baseline across the Project – at present, and allowing for variability in site conditions, there is insufficient space to install using this method at Black Brook. Therefore trenchless installation would rely on alternative			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	consequential flooding; - the feasibility of trenched cabling through the Blackbrook including the fact that the Boxted sewage works discharges into the stream; - the necessary diversion of the Blackbrook while the operation is taking place; - the fact that parcel 5200 is swampy/water-logged at its eastern end with thick growths of bullrushes and an abundance of aquatic species. National Grid must consider whether it is possible at all to install trenched cables under this area; - the considerable undulations/changes of level of the site from the land to the north of the Blackbrook to the land to the south of parcel 5200 through which runs a high pressure trunk gas main; To be clear about the undulations/changes of level of the site being parcel 5200 and the land to the north and south of it, these are (from north to south): - the hill to the north down to Blackbrook; - the Blackbrook itself; - the sharp increase in height due to parcel 5200 having had the level heightened by about 2.4 metres nearly 40 years ago for the construction of our drive; - the sharp lowering of level at the south side of parcel 5200 into the field to the south; - the high pressure gas main under the field to the south which a National Grid representative has	trenchless methods, which are more expensive than HDD. The impact on habitats, wildlife and ecology have been assessed by a team of specialists, who have inputted into the decision-making process. A detailed habitat survey on the woodland and grassland habitats either side of Black Brook and the brook itself has been undertaken. An assessment of impact on the habitats in this area as a result of the open cut cabling have been included within Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). Black Brook would be over-pumped during construction, minimising the impact on water flows, and a suite of measures would be put in place (detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2)) to prevent pollution and detriment to water quality, as well as changes in the water table and local land drainage regime to avoid increases in flood risk. National Grid is aware of land level differences and the presence of the high-pressure gas main. The Outline CoCP (document reference 7.2) provides commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase. Pre-				

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	said at one of National Grid's presentations will have to have the cables laid under it	construction surveys would be undertaken to aid the detailed design development of the cable route, these would be completed prior to construction. National Grid works and consults with all third party statutory utility owners as well as the local water and electricity companies. Where required, appropriate mitigations would be agreed in order to negotiate such existing infrastructure. The crossing would be developed further during detailed design, impacts to the bank would be minimised where possible. The Environmental Statement (ES) (document reference Volume 6: Environmental Statement) of the DCO application provides an assessment of the Project including temporary construction impacts and any permanent impacts. The detailed design for construction would consider the existing topography and would ensure a safe design is implemented to protect the bank. National Grid would continue to work with all affected landowners, where possible adapting the Project design or agreeing relevant mitigation. National Grid would seek to reinstate the affected land where possible to the same state prior to any works (or a condition agreed with the landowner).				
10-35.19	Suggest that if National Grid proceed by way of trenched cabling, that the swathe through land parcel 5200, should be narrower than currently proposed, thereby saving a number of trees	The underground cable swathe required is calculated to ensure the 18 cables are sufficiently spaced to provide the required heat dissipation as overheating of the underground cables would lead to an inefficient power system. The typical temporary construction			X	

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		swathe is 120 m wide to provide the suitable work area for access, excavation and installation. This is inclusive of the typical permanent cable corridor is 50.6 m wide made up of six trenches and 18 cables. The standard underground cable cross section is intended to reflect typical installation conditions. In areas where other constraints exist, the trench spacing may vary or the construction methodology may change (e.g.: use of vertical excavations rather than battered excavations). The preferred approach for this Project is to use ducting, ducting is proposed as per the typical underground cable cross section. Where spoil is unsuitable for backfill it would be removed from site. National Grid would seek to reinstate the affected land where possible to the same state prior to any works (or a condition agreed with the landowner). Hedgerows, bushes and shrubs can be reinstated above the underground cables but trees cannot be planted over the top or within 10 m of underground cables. Mitigation planting would be included within the Project where trees need to be removed. National Grid and their contractors would make every effort to ensure that the existing trees are minimally impacted by the works.				
10-35.20	Concern that the alignment presented during the targeted consultation will negatively affect the respondent's property (near Dedham Road, Langham) more than the alignment shown at the statutory consultation due to workings closer to the	National Grid notes the respondent's feedback. The alignment for the permanent private access was changed due to landowner feedback. We have undertaken an Environmental Impact Assessment (EIA) which includes an assessment of the impacts of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	property and access to the property being disrupted as well as the ability to access Boxted Straight Road, Rectory Road and Boxted Church Street	this access road. The assessment can be found in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) which forms part of the Development Consent Order (DCO) submission. Access to the property and to Boxted Straight Road, Rectory Road and Boxted Church Street would remain unaffected. Temporary traffic management measures would be in place at vehicle crossover points where the construction haul road and public highway intersect, such as speed limit reductions and/or temporary signals. More details can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
10-35.21	Suggest that the haul road east of respondent's property (and between Glebe House and Glebe Farm) is re-routed to instead pass between Glebe Farm and Ewens Farm	National Grid notes the respondent's feedback. The haul road at this location has been amended and no longer passes between Glebe House and Glebe Farm.			X	X
Environmental Impact						
10-35.22	Suggests the is mature tree and/or vegetation in the vicinity of Dacorus Farm Road and Rectory Road which will be considered in the access design to minimise impacts from construction and junction visibility splays	National Grid notes the respondent's feedback. In order to provide a compliant access crossing the public highway visibility splays are required. This would mean retaining and cutting back vegetation in the vicinity of the crossing as well as some removals. National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern. The proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety have been developed. This includes temporary traffic management measures such as speed limit reductions and/or temporary signals. Post construction the bellmouth would be removed and the vegetation reinstated. More details on the bellmouths can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
10-35.23	Concern the proposed route will be more detrimental to the Langham Hall Estate and the National Landscape than the original routing of the scheme	The Environmental Implication Change (EIC) document prepared for the targeted consultation confirmed that there would be no change to the type or significance of landscape and visual effects as a result of the new route as proposed in Essex 1 when compared to the design and Preliminary Environmental Information Report (PEIR) presented at statutory consultation in 2024. The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances although it recognises that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape designation is one such location where is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. National Grid's proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project, including the underground cabling, on landscape character and visual amenity and on the National Landscape and its special qualities. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). Specifically, ES Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) presents the assessment of effects on Dedham Vale National Landscape. The Langham Hall Estate is not recognised as a historic asset either by the National Heritage List or the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Essex HER. With regard to the listed buildings, National Grid, through the routing and siting exercise, has sought to reduce the impact on the historic environment, including listed buildings in this area. All listed buildings within 2 km of the Order Limits are considered in the historic environment assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the ES. The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in the ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. The assessment of listed Barn West of the Hall, The Hall, Langham Hall Farmhouse, Barn north-west of The Hall, Pond Villa, and Redhouse concludes a not significant effect during construction and a not significant effect during operation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Heritage						
10-35.24	Oppose the use of open trenching near the Black Brook (e.g. to reduce archaeological impacts)	National Grid notes the respondent's feedback. Trenchless installation via Horizontal Directional Drilling (HDD) is taken as a baseline across the Project – at present, and allowing for variability in site conditions, there is insufficient space to install using this method at Black Brook. Therefore, trenchless installation would rely on alternative trenchless methods, which are more expensive than HDD. The impact on habitats, wildlife and ecology have been assessed by a team of specialists, who have inputted into the decision-making process. A detailed habitat survey on the woodland and grassland habitats either side of Black Brook and the brook itself has been undertaken. An assessment of impact on the habitats in this area as a result of the open cut cabling have been included within Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). Black Brook would be over-pumped during construction, minimising the impact on water flows, and a suite of measures would be put in place (detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2)) to prevent pollution and detriment to water quality, as well as changes in the water table and local land drainage regime to avoid increases in flood risk.			X	

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		The route of the underground cable would be archaeologically evaluated (geophysical survey/trial trenching) as agreed with archaeological advisors to the local planning authorities. The work in this area in currently in progress and any potential impacts on below ground archaeological remains would be mitigated. The Assessment in the ES Chapter 11: Historic Environment (document reference 6.11) and its Appendices (document reference 6.11.A1 - 6.11.A7) considered the reasonable worst-case scenario for archaeological potential on the basis of information obtained from sources as set out in the ES chapter.				
National Landscape (AONB)						
10-35.25	Concern about the impact on Dedham Vale National Landscape if Essex 1 change if adopted	The Environmental Implications of Change (EIC) document prepared for the targeted consultation confirmed that there would be no change to the type or significance of landscape and visual effects as a result of the new route as proposed in Essex 1 when compared to the design and Preliminary Environmental Information Report (PEIR) presented at statutory consultation in 2024. The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances although it recognises that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape designation is one such location where is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. National Grid's proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project, including the underground cabling, on landscape character and visual amenity and on the National Landscape and its special qualities. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). Specifically, ES Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) presents the assessment of effects on Dedham Vale National Landscape.				

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10-35.26	Criticism that the undergrounding length within Dedham Vale National Landscape is increasing by 3X, compared to 2X for the area outside	National Grid notes the respondent's feedback. The section of underground cable within the National Landscape is slightly longer than proposed at statutory consultation. This alternative cable alignment is preferred as it avoids impacts to sections of woodland where there are important protected species, moves further from the Grade I Listed Church of St Mary and also avoids routeing through a narrow pinchpoint between properties. Whilst slightly longer the cost and technical risk associated with a trenchless crossing under the woodland noted above is not required. We have completed an Environmental Impact Assessment (EIA) which assesses the impacts of the Project including within the National Landscape. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.	X		X	
10-35.27	Concern that the location of the Substation close to Dedham Vale National Landscape is dictating the location of a further 2-3 substations that will also be within close proximity to the National Landscape	The siting of the National Grid substation took into account the potential for customer substations to be located in close proximity as set out in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) available on the Project website, though whether this is actually the case is for the individual project developers to determine. Siting also took into account the implications of other locations and in particular the different connection requirements for the different projects. Technical assessments have confirmed that the location is not within the setting of			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the National Landscape and planning policy (National Policy Statement (NPS) EN-1, EN-3 and EN-5) provides no minimum distance that such sites should be relative to National Landscape designations. National Grid has also considered other locations for the East Anglia Connection Node (EACN) substation but considers these to be less preferred for a variety of location specific reasons.				
Primary Access Routes / Haul Road / Construction Compounds						
10-35.28	Concern some of the haul road cross over narrow rural lanes which could cause issues with existing vehicles as they will have limited visibility when the haul road crossing is being used. This could result in vehicles waiting on the rural lane either side of the crossing without the ability to pass each other. The haul road crossings which could be affected are Dacorus Farm Road and Rectory Road	National Grid notes the respondent's feedback. The proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety have been developed. This includes temporary traffic management measures such as speed limit reductions and/or temporary signals. Where visibility is limited or the public highway is narrow and vehicles cannot pass each other safely, vehicle passing places and waiting areas have been proposed to address the concerns raised. Post construction the bellmouth and mitigations would be removed and the vegetation reinstated. More details on the bellmouths can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).			X	
PROW (Public Rights of Way)						

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-35.29	Concern that neither Essex 1 change nor the original 2024 route adhere to the recently enhanced Section 85 of the CROW act	Section 245 (Protected Landscapes) of the Levelling-up and Regeneration Act 2023 (LURA) places a duty on 'relevant authorities', which in this context includes National Grid as a statutory undertaker, to seek to further the statutory purposes of protected landscapes (referred to as the 'seek to further' duty). In relation to National Landscapes (which includes the Dedham Vale National Landscape), this requirement has been incorporated into Section 85 of the Countryside and Rights of Way (CRoW) Act, which states: '*In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty'.* The approach National Grid is taking to meet the 'seek to further' duty in relation to the Project has been detailed in National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10). The document details how the National Landscape and 'seek to further' duty has been taken into consideration during Project development and highlights potential further measures. The overall approach has been, and continues to be, discussed with relevant stakeholders (which includes but is not limited to the Dedham Vale National Landscape and Stour Valley Partnership) and follows the guidance published by Defra in December			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes' (Defra, 2024). It is intended the finalised measures would be secured by an appropriate mechanism as part pursuant to the Development Consent Order (DCO) process.				
Requests						
10-35.30	Request for further information on Essex 1 proposed changes around respondent's property: - The 40 – 65 m swathes to be dug out for underground cables and to cut 100 m - Are there going to be joining bays around respondents' property? If so, does that impact on the maintenance afterwards? - Query how long will it take for the construction from Docuras farm to the Dedham Road which lies just beyond respondent's cottage? - Will the high bank around respondent's front garden, which protects from flooding, be removed / eroded to incorporate access by heavy vehicles? - Respondents' mains water pipe is also located in the field to the front of the garden. Will that be affected? - A clear, run-off from our septic tanks ends up in a ditch and stream, located in the field just behind us and to the right by the willow trees. How will that be impacted? - Will respondents commute be affected?	The underground cable swathe required is calculated to ensure the 18 cables are sufficiently spaced to provide the required heat dissipation as overheating of the underground cables would lead to an inefficient power system. The typical temporary construction swathe is 120 m wide to provide the suitable work area for access, excavation and installation. This is inclusive of the typical permanent underground cable corridor is 50.6 m wide made up of six trenches and 18 cables. Jointing bays are required approximately every 800 m to 1 km along the underground cable route. Access onto the cable swathe has been identified, using existing field accesses and gates where possible. The access proposed is for future survey and maintenance access only and would not be used for construction purposes for the Project. Trenches would be opened to allow for installation of ducts and structural surrounds. The majority of the trenches would be open for two to three months, depending on the construction schedule, and in most cases would be closed much sooner. The spoil			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		removed from the excavations would be used to backfill over the cables and as such any bunding created by the spoil heaps would be in place for the same amount of time as the excavation. The haul road along the construction swathe would remain operational for the duration of the Project. The crossing would be developed further during detailed design, impacts to the bank would be minimised where possible. The Environmental Statement (ES) (document reference Volume 6: Environmental Statement) submitted as part of the Development Consent Order (DCO) application, provides an assessment of the Project including temporary construction impacts and any permanent impacts. The detailed design for construction would consider the existing topography and would ensure a safe design is implemented to protect the bank. An Outline Code of Construction Practice (CoCP) (document reference 7.2) has been prepared and submitted with the DCO application. This document provides commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase. National Grid would continue to work with all affected landowners, where possible adapting the Project design or agreeing relevant mitigation. National Grid would seek to reinstate the affected land where				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		possible to the same state prior to any works (or a condition agreed with the landowner). National Grid works and consults with all third party statutory utility owners as well as the local water and electricity companies. Where required, appropriate mitigations would be agreed in order to negotiate such existing infrastructure. Locating existing water and electricity supplies is important to us; you may have knowledge of supply locations which we would be grateful if you could share with us. Having this information allows us to reduce the effects on your property and our Project. If we interrupt or accidentally damage any water supplies or other services in the land (including the runoff from the septic tank), we would repair the damage and/or provide an adequate alternative as soon as reasonably practicable. A Flood Risk Assessment (FRA) (document reference 7.9) has been undertaken, drawing on a range of data sources and informed by engagement with key flood risk management authorities. The FRA identifies the flood risk management and control measures that need to be put in place during construction and operation to manage surface water runoff and prevent increases in flood risk from a range of sources. If the runoff from the septic tank is intercepted this would also be considered. These measures would be integrated into the Project design at detailed design stage (e.g., runoff capture and attenuation features) and secured within				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the Outline CoCP (document reference 7.2) and would be implemented by the appointed contractor(s), or through the use of Flood Risk Activity Permitting (FRAP) with the Environment Agency. National Grid and their contractors would make every effort to ensure that access to properties is minimally impacted by the works and would consult with and inform any residents that may be affected.				
10-35.31	Requests to understand why there is a 'twin route' which crosses the River Stour and why the point has been chosen for entry and exit	The siting of the crossing of the River Stour needs to take into account the alignment to the north and south as well as the characteristics of the crossing site so it cannot easily be moved. The crossing of the River Stour is constrained by various existing features and conditions. This includes a gas main to the east of the eastern corridor, a source protection zone 1 within the western corridor and various waterbodies and bends in the River Stour between the two proposed corridors. These constraints mean that there is not sufficient width in either corridor for a typical Horizontal Directional Drilling (HDD) installation of the proposed underground cables. Therefore, at statutory consultation, two corridors were presented, with the expectation that one cable circuit (nine cables) would use the western route and the other would use the eastern route. In response to feedback, National Grid has undertaken further review of options and assessment of site conditions, with the aim of reducing the works to one corridor only at this location. The results of these investigations currently			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		does not provide a conclusive solution through either corridor individually (most notably because of ground conditions that appear unsuitable for HDD on the western corridor); however, a viable solution exists by combining both corridors. Therefore, both corridors are retained, with the intent that either one or other is taken forward at detailed design stage. When utilising HDD the underground cables need to be installed at a greater depth to provide adequate protection against inadvertent excavation strikes as this method doesn't allow us to install warning tapes/tiles above the cables. Furthermore, local constraint features that interface with the route such as water courses or other buried infrastructure may require the cables to be installed deeper to avoid clashes. The deeper the underground cables are installed, the wider they need to be spaced to allow for suitable thermal dissipation (avoiding overheating) and so a wider below ground asset corridor needs to be present to allow for the permanent underground cable corridor, this can be quite difficult to ascertain. We fully assess the underground cable routes in detail considering the route incumbent features and potential effects of installation by open trench method. Where such methodology is deemed not preferred then installation by HDD methods would also be assessed before deciding on where HDD would be used. Trenchless installation via HDD is taken as a baseline across the Project. Due to the constraints mentioned				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		above and the extra costs and complexities involved with increasing the length of the trenchless crossings. The crossing length is kept to a minimum with the launch and reception sites located either side of the river. As part of the design development of the Project each crossing has been refined taking into account the changes to the cable route to the north and south.				
10-35.32	Concern over National Grid consultation maps plotting of the property south of Martins Farm (TM 02476 33126), as the garden is larger than shown / Request National Grid investigate to ensure no loss of domestic land occurs	National Grid notes the respondent's feedback. The respondent's garden has been removed from the Order Limits.		X	X	X
Wildlife / Ecology impact						
10-35.33	Concern the new route will destroy an established wetland habitat within a protected landscape	Detailed habitat surveys have identified the presence of floodplain wetland mosaic and coastal floodplain grazing marsh, which is a habitat of principal importance, around the River Stour. While every effort has been made to avoid and minimise impacts on this wetland habitat, such as the use of trenchless techniques under the River Stour, due to a combination of technical limitations and challenging ground conditions some habitat impact would be unavoidable. This wetland habitat impact is identified within the Biodiversity Metric and would be mitigated through a combination of replacement planting and offsite habitat creation and enhancement in order to achieve 10% biodiversity net gain. Full details are provided within			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the Biodiversity Net Gain (BNG) Report (document reference 7.1).				
10-35.34	Support the underground cable route proposed for Langham Hall estate as this will mitigate against a protected species of bat which commute or forage in this area	National Grid notes the respondent's feedback.			X	
10-35.35	Criticism over the order limits being wide at TM 03236 34580 to TM 03454 34528 / Suggest the order limits are narrower here to mitigate impact on tree loss along the riverbank, and visual impact on the Essex Way and Stour Valley/St Edmund Way long distance footpath	The underground cable swathe required is calculated to ensure the 18 cables are sufficiently spaced to provide the required heat dissipation as overheating of the underground cables would lead to an inefficient power system. The typical temporary construction swathe is 120 m wide to provide the suitable work area for access, excavation and installation. This is inclusive of the typical permanent cable corridor which is 50.6 m wide made up of six trenches and 18 cables. As assessment of effects on visual receptors travelling on long distance walking routes including the Essex Way, Stour Valley Way and St Edmund Way is provided in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), specifically Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This makes reference to tree loss as detailed in the ES Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). The use of Public Rights of Way (PRoW), including bridleways, during construction, continued access would be facilitated where practical and feasible in		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		order to minimise the number of diversions and temporary closures required. Where this is not feasible, the PRoW would either be temporarily diverted, or if the route cannot be diverted, temporarily closed. Details are provided in the Outline Public Rights of Way Management Plan (document reference 7.6), which has been submitted as part of the application for development consent. The standard underground cable cross section is intended to reflect typical installation conditions. In areas where other constraints exist, the trench spacing may vary or the construction methodology may change (e.g.: use of vertical excavations rather than battered excavations). The preferred approach for this Project is to use ducting, ducting is proposed as per the typical underground cable cross section. Where spoil is unsuitable for backfill it would be removed from site. National Grid would seek to reinstate the affected land where possible to the same state prior to any works (or a condition agreed with the landowner). Hedgerows, bushes and shrubs can be reinstated above the underground cables but trees cannot be planted over the top or within 10 m of underground cables. Mitigation planting would be included within the Project where trees need to be removed. National Grid and their contractors would make every effort to ensure that the existing trees are minimally impacted by the works.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		A Sustainable Drainage System (SuDS) basin is proposed in this area to the east of the standard underground construction swathe. Linear features, such as swales or filter drains would capture and convey runoff, directing it towards the SuDS basin that would provide attenuation and treatment of runoff to ensure that flood risk and water quality impacts are managed.				

Essex 2 Change feedback (Targeted Consultation)

Table 10-36 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
10-36.1	Criticism of consultation materials on this change (Essex 2)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document. These were sent to properties within the bespoke consultation zone for the relevant change. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the targeted consultations was considered proportionate to the changes being consulted upon. We believe that all the relevant information required for the public to make informed decisions was available and do not believe that this impacted the feedback we received. For each targeted non-statutory consultation area (including Essex 2), we developed a bespoke consultation zone to include nearby properties which are likely to be affected. These were created following the principle that each consultation zone should be appropriate and proportionate in relation to the type and potential impact of the change.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		For these targeted consultations, we have not included details of the wider Norwich to Tilbury proposals or of other projects such as North Falls and Five Estuaries as these do not form part of our Project and we are not gathering feedback on these. For information on these projects please visit the relevant websites.				
10-36.2	Criticism that Page 1943 of the PIER (Volume III - Technical Appendices - 3 of 4 April 2024) fails to acknowledge that the substation will be sited 10 metres away from the respondents Grade 2 listed property, including a concentration of the underground cable swathe coming in from the Dedham Vale, compounded by the pylons swathe running out from the substation towards Ardleigh	National Grid has undertaken a detailed routeing and siting exercise for all elements of the Project, including the new sub-station and associated cable corridors, with the aim of reducing potential effects on the historic environment including listed buildings such as Bounds Farmhouse (1147743). The options appraisal and iterative design process were informed by desk-based research, walkover and setting surveys, geophysical survey, trial-trenching, Historic Environment Record data and regular engagement with Historic England and the relevant local planning authorities through the Archaeology Working Group. The assessment methodology, set out in the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11) and Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1), follows national policy (National Planning Policy Framework (NPPF) 2023 and National Policy Statement (NPS) EN-1), Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (2017) and the Design Manual for Roads and Bridges LA 106 (2020). These documents were circulated in			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		draft, discussed and agreed in principle with heritage stakeholders prior to submission. Bounds Farmhouse and its setting have been assessed in full. The assessment has been undertaken in line with relevant policy and guidance, including the NPPF (2023), Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (2017), and the NPS EN-1. The methodology was discussed and agreed through regular engagement with key stakeholders, including Historic England and the relevant local planning authorities, as part of the Archaeological Working Group meetings. The assessment concludes a temporary moderate adverse significance of effect during construction (mid-range 'less than substantial harm' in NPPF terms), and a permanent moderate adverse significance of effect during operation. However, required mitigation measures are located within the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5), and further mitigation is set out in the Outline Code of Construction Practice (CoCP) (document reference 7.2). After application of these measures, the residual level of harm would remain less than substantial.				
DESIGN CHANGE (CR)						
10-36.3	Oppose the proposed change - Essex 2 (generally)	National Grid notes the respondent's feedback.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-36.4	Support the proposed change - Essex 2 (generally)	National Grid notes the respondent's feedback.			X	
10-36.5	Suggest that the Project is straightened between Pylon TB6 to TB10, TB7 is moved to the field margin, and TB9 is moved to the field corner (eliminating the need for TB8), to minimise the impact on respondents' land (i.e. ancient hedging, flora, and fauna)	The route for the overhead line in this section between TB6 and TB10 must respond to the presence of a number of residential properties, the location of transport infrastructure and clearance requirements (especially for electrified rail), the potential allocation of a site for silica sand abstraction, environmental features including veteran trees and seek to reduce socio-economic effects. It also needs to respond to the route of the underground cable connection through the National Landscape and meet construction requirements. In this location these factors mean that the line cannot be straightened in the manner suggested nor a pylon be removed. Some movement of the pylon position is possible but straightening and removing a pylon would be outside the scope of design standards. Further detail on routeing in this area can be found in the 2025 Design Development Report (document reference 5.15). ES Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 of the ES (document references 6.8.A1 to 6.8.A16) address the impact on vegetation and wildlife on the Project. This includes results from the full range of hedgerow surveys conducted on the Project (see ES Appendix 8.3: Hedgerows Regulations Report (document reference 6.8.A3)). Appropriate mitigation would be implemented where impacts are identified as agreed with Natural England and the Local Planning Authorities, as relevant.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Consideration of mitigation for potential habitat loss or fragmentation is also presented in the Outline Landscape and Ecological Management Plan (document reference 7.4).				
10-36.6	Suggest the planned storage areas on the edge of the haulage road proposed for the centre of Little Bromley should be relocated near the substations to reduce visual impact	National Grid notes the respondent's feedback. The proposed area identified in this location is not a proposed material storage area for the purpose of the underground cable swathe or overhead line alignment, it is a construction compound area for the widening works along Bentley Road and the construction of the permanent access road between Bentley and Ardleigh Road. These elements of highways improvements would all be undertaken prior to the construction of the East Anglia Connection Node (EACN) substation as they are required to enable access to the EACN substation site. Therefore, we are unable to relocate the compound further away from this location as it would not be accessible. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment. The LVIA includes an assessment of potential effects of the Project on landscape character and visual amenity. The assessment covers effects during construction, including consideration of the introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		construction laydown areas in this area. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13).				
10-36.7	Suggest that the span from TB10 to TB6 is straightened, then TB9 is moved to the field margin very near the corner of the field, giving more clearance over the railway line. TB7 would also be on the field margin and would reduce the distance to TB9 enough to remove TB8. Suggest that TB3 to TB5 are straightened so that there are only 2 changes of angle	National Grid notes the respondent's feedback. The route for the overhead line in this section between TB3 and TB10 must respond to the presence of a number of residential properties, the location of transport infrastructure and clearance requirements (especially for electrified rail), the potential allocation of a site for silica sand abstraction, environmental features including veteran trees and seek to reduce socio-economic effects. It also needs to respond to the route of the underground cable connection through the National Landscape and meet construction requirements. In this location these factors mean that the line cannot be straightened in the manner suggested nor a pylon be removed. Some movement of the pylon position is possible but straightening and removing a pylon would be outside the scope of design standards. The 2025 Design Development Report (document reference 5.15) does note that if the silica sand site proves to be unviable then a slight straightening of the overhead line may be possible as the underground cables could be repositioned to the south of Little Bromley Road. Therefore, no change is proposed.			X	
10-36.8	Concern about the impact of moving the draft Order Limits on Badliss Hall Cottages if the Essex 2 change is adopted	Badliss Hall Cottages are non-designated buildings and so are not included in the Historic Environment Assessment.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-36.9	Concern that the repositioning of Pylons TB5 and TB6 to the south of Little Bromley Road enlarges the arc in this section of the proposed pylon route around the village	National Grid notes the respondent's feedback. The re-positioning referred to is in response to a potential site allocation, The position of TB5 and TB6 is closely related to the route of the underground cable that forms the connection through the Dedham Vale National Landscape to the East Anglia Connection Node (EACN) substation. Collectively the positioning of both connections is then influenced by other constraints, transport infrastructure, environmental features and residential properties and the potential for land to the south of Little Bromley Road to be allocated for silica sand extraction. The Project design allows for the overhead line to be routed to the south of Little Bromley Road (if the site is allocated) or to be routed to the north and the underground cables to the south if the silica sand extraction does not prove to be viable. The Order Limits respond to both scenarios of the cable position (to north or south of Little Bromley Road with potential to reduce them where overhead line is confirmed. This approach moves the pylons by up to around 100 m southwards. This is not considered to be a material change in terms of the assessment of effects for the nearest residential properties which are at around 800 m from the alignment.	X		X	
Environmental impact						

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-36.10	Suggests the is mature tree and/or vegetation near Ardleigh which will be considered in the access design to minimise impacts from construction and junction visibility splays	National Grid notes the respondent's feedback. In order to provide a compliant access crossing the public highway visibility splays are required. This will mean retaining and cutting back vegetation in the vicinity of the crossing as well as some removals. National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the project. The iterative design process sought to avoid areas of highest concern. The proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety have been developed. This includes temporary traffic management measures such as speed limit reductions and/or temporary signals. Post construction the bellmouth will be removed and the vegetation reinstated. More details on the bellmouths can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).			X	
Primary Access Routes / Haul Road / Construction Compounds						
10-36.11	Concern some of the haul road cross over narrow rural lanes which could cause issues with existing vehicles as they will have limited visibility when the haul road crossing is being used. This could result in	National Grid notes the respondent's feedback. The proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety have been developed. This includes temporary			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	vehicles waiting on the rural lane either side of the crossing without the ability to pass each other. The haul road crossings which could be affected are Home Farm Lane and Morrow Lane	traffic management measures such as speed limit reductions and/or temporary signals. Where visibility is limited or the public highway is narrow and vehicles cannot pass each other safely, vehicle passing places and waiting areas have been proposed to address the concerns raised. Post construction the bellmouth and mitigations will be removed and the vegetation reinstated. More details on the bellmouths can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				

Essex 3 Change feedback (Targeted Consultation)

Table 10-37 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
10-37.1	Criticism of consultation materials on this change (Essex 3)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document. These were sent to properties within the bespoke consultation zone for the relevant change. More information on how we defined the consultation zones is available in this Consultation Report. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the Targeted consultations was considered proportionate to the changes being consulted upon. We believe that all the relevant information required for the public to make informed decisions was available and do not believe that this impacted the feedback we received.			X	
10-37.2	Criticism that the proposed haul road does not directly lead to the substation but instead is designed to avoid traffic passing through the village and reconnects to the highway. Criticism that National	We tried to make these documents easy to understand but had a dedicated phone line and email if people had any questions about the information or the proposed changes. All information on construction access and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Grid has prioritising the avoidance of occasional complaints from village residents over the long-term impact on landowners	temporary and permanent haul roads has been made available in our statutory consultation construction maps. Where there was a change to these following statutory consultation, we engaged with the relevant landowners and affected properties at targeted consultation.				
DESIGN CHANGE (CR)						
10-37.3	Oppose the proposed change - Essex 3 (generally)	National Grid notes the respondent's feedback.	X	X	X	
10-37.4	Support the proposed change - Essex 3 (generally)	National Grid notes the respondent's feedback.			X	
10-37.5	Criticism of the dog leg from the EACN that connects the Project east / Suggest that the RAF Boxted airfield site would avoid the need to come east and the extra construction required (e.g. it has no population settlements and the landmass would be more than ample to accommodate the EACN, the NF, FE and Tarchon Interconnector, with excellent links to the A12 for construction to reduce disruption to the public)	The development of the Project has considered whether other suitable sites were available for the siting of infrastructure. In general, such sites are few in number, of inappropriate size, have incompatible former uses (e.g. are made ground), are located remotely from the route such that for example they would require a diversion that would be less economic and efficient. National Grid has considered the use of the former airfield at Boxted for the siting of the East Anglia Connection Node (EACN) substation but ruled it out as explained in the 2025 Design Development Report (document reference 5.15). Amongst other factors, this was due to the greater impact on the National Landscape from multiple underground cables required to be routed through it and from reduced flexibility for future connections.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-37.6	Suggest that the brownfield site of a redundant airfield at Boxted should be considered to site the permanent private access (e.g. to minimise impact on surrounding property, to allow access from major roads)	The development of the Project has considered whether other suitable sites were available for the siting of infrastructure. In general, such sites are few in number, of inappropriate size, have incompatible former uses (e.g. are made ground), are located remotely from the route such that for example they would require a diversion that would be less economic and efficient. National Grid have considered the use of the former airfield at Boxted for the siting of the East Anglia Connection Node (EACN) substation but ruled it out as explained in the 2025 Design Development Report (document reference 5.15). Amongst other factors, this was due to the greater impact on the National Landscape from multiple underground cables required to be routed through it and from reduced flexibility for future connections.	X		X	
10-37.7	Suggest that the compound located in Little Bromley should be relocated outside of the village close to the A120, with the access road planned and located away from the village (e.g. to reduce the impact on a war memorial and Little Bromley Church)	National Grid notes the respondent's feedback. The proposed highway construction compound is required for the widening works along Bentley Road and the construction of this permanent access road between Bentley and Ardleigh Road as well as the widening of Ardleigh. These elements of Highways improvements would be undertaken prior to the construction of the East Anglia Connection Node (EACN) substation as they are required to enable access to the EACN substation site. Relocating the compound next to the A120 would result in construction traffic for these elements tracking through			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Little Bromley to get to this proposed permanent access road and Ardleigh road. To reduce the impact a compound is proposed closer to those works. The Little Bromley War Memorial was only recently Grade II listed in June 2025. However, both that and the Church of St. Mary have been assessed within the Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11) and the relevant supporting appendices including 11.1, 11.2 and 11.7 (document reference 6.11.A1, 6.11.A2 and 6.11.A7). The assessment noted only a minor adverse significance of effect (not significant) during construction for both assets. However, given the proximity of the war memorial to the Order Limits, text has been added to the Outline Code of Construction Practice (document reference 7.2) to ensure that protection measures are put in place during construction to negate the possibility of accidental physical damage.				
10-37.8	Suggest that the haul road is removed altogether, and the public highway is used instead. However, if the road is to remain, suggest that the permanent haul road is relocated to the boundaries and straightened, with the new road following the existing track for dual use rather than having two separate roads (yellow route). Alternatively, suggest the road is moved to field edges (green route), with the third preference for the haul road being relocated to its original position as per the statutory consultation (red	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	route) (e.g. to reduce impact on respondent's property at Slough Lane)	Construction Traffic Management Plan (CTMP) (document reference 7.3). National Grid has assessed whether we can overlay the existing track however the junction with Ardleigh Road does not provide compliant 2-way visibility from the carriageway onto the track. In addition, we would need to remove a further 100 m of vegetation and trees on Ardleigh Road. National Grid notes the respondent's feedback and has reviewed the alternatives suggested. One suggestion to follow the eastern field boundary and the other to follow the northern field boundary adjacent to the properties within Little Bromley. Whilst potentially a reasonable option for very occasional Abnormal Indivisable Load (AIL) movements, the potential for this to be used for construction Heavy Goods Vehicle (HGV) movements until the substation haul road becomes available raises the level of environmental effect for residential occupants meaning this is considered less preferred. National Grid recognises that decision making is influenced to an extent by factors that are as yet uncertain, such as potential use by construction HGVs which depends on when North Falls or Five Estuaries commence their works. Whilst still to be confirmed, National Grid is aware of some calls from local planning authorities involved with the windfarm Development Consent Orders (DCOs) (North Falls and Five Estuaries) for restrictions to be imposed to prevent wind farm construction before the Project is consented and free				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		from judicial review risk. This increases the likelihood that the AIL route would be carrying construction HGVs. On this basis we propose to make no change at this stage to the route presented at the 2025 targeted consultations but we will continue to engage with the landowner(s) (as information continues to emerge) to either take forward the arrangements as proposed or, subject to necessary permissions being secured, may adopt one of the alternatives.				
10-37.9	Request proposed alignment at permanent hall road at Little Bromley is brought further south to mitigate impact on arable land and preventing farming inefficiencies with an awkward shape field corner (only impacting equine land to the south)	National Grid notes the respondent's feedback and has reviewed the alternatives suggested. National Grid recognises that decision making is influenced to an extent by factors that are as yet uncertain, such as potential use by construction Heavy Goods Vehicles (HGVs) which depends on when North Falls or Five Estuaries commence their works. Whilst still to be confirmed National Grid is aware of some calls from local planning authorities involved with the windfarm Development Consent Orders (DCOs) (North Falls and Five Estuaries) for restrictions to be imposed to prevent wind farm construction before the Project is consented and free from judicial review risk. This increases the likelihood that the Abnormal Indivisible Load (AIL) route would be carrying construction HGVs. On this basis we propose to make no change at this stage to the route presented at the 2025 targeted consultations but we will continue to engage with the landowner(s) (as information continues to emerge) to either take forward			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the arrangements as proposed or, subject to necessary permissions being secured, may adopt one of the alternatives.				
10-37.10	Suggest the haul road from be built for from A120 from Hare Green roundabout or Park Road using farmland is used to access the substation sites to minimise impact on residents and avoid making changes to A120 carriageway at Pelhams Corner and Bentley Road or between Bentley Road and Horsley Cross using farmland	National Grid notes the respondent's feedback. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Furthermore, it is considered the proposed alignment of the haul road/permanent access road would have lesser effects on properties/residents in Little Bromley compared to other alignment options considered. The permanent operational (and maintenance) and AIL access route has been identified as via the A120 / Bentley Road junction and Ardleigh Road. This route will be the allocated construction route if the opportunity to collaborate with North Falls and Five Estuaries is not an option. During the operational phase, the route would only be used by a limited number of vehicles.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-37.11	Request that the existing haul road is relocated to run in a straight line parallel to the respondent's farming operations	National Grid notes the respondent's feedback and has reviewed the alternatives suggested. One suggestion to follow the eastern field boundary and the other to follow the northern field boundary adjacent to the properties within Little Bromley. Whilst potentially a reasonable option for very occasional Abnormal Indivisible Load (AIL) movements the potential for this to be used for construction Heavy Goods Vehicle (HGV) movements until the substation haul road becomes available raises the level of environmental effect for residential occupants meaning this is considered less preferred. National Grid recognises that decision making is influenced to an extent by factors that are as yet uncertain, such as potential use by construction HGVs which depends on when North Falls or Five Estuaries commence their works. Whilst still to be confirmed, National Grid is aware of some calls from local planning authorities involved with the windfarm Development Consent Orders (DCOs) (North Falls and Five Estuaries) for restrictions to be imposed to prevent wind farm construction before the Project is consented and free from judicial review risk. This increases the likelihood that the AIL route would be carrying construction HGVs. On this basis we propose to make no change at this stage to the route presented at the 2025 targeted consultations but we will continue to engage with the landowner(s) (as information continues to emerge) to either take forward the arrangements as proposed or,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		subject to necessary permissions being secured, may adopt one of the alternatives.				
10-37.12	Suggest that the haul road and compound proposed for the Project at Little Bromley is moved away from the centre of the village	National Grid notes the respondent's feedback. The proposed area identified in this location is not a proposed material storage area for the purpose of the underground cable swathe or overhead line, it is a construction compound area for the widening works along Bentely Road and the construction of the permanent access road between Bentley and Ardleigh Road. These elements of highways improvements would be undertaken prior to the construction of the East Anglia Connection Node (EACN) substation as they are required to enable access to the EACN substation site. Therefore, we are unable to relocate the compound further away from this location as it would not be accessible. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Construction Traffic Management Plan (CTMP) (document reference 7.3).				
10-37.13	Suggest that RAF Boxted is considered as a potential site for a substation, which is in an unpopulated area and would avoid the need for the dog leg to come east to Little Bromley	The development of the Project has considered whether other suitable sites were available for the siting of infrastructure. In general, such sites are few in number, of inappropriate size, have incompatible former uses (e.g. are made ground), are located remotely from the route such that for example they would require a diversion that would be less economic and efficient. National Grid have considered the use of the former airfield at Boxted for the siting of the East Anglia Connection Node (EACN) substation but ruled it out as explained in the 2025 Design Development Report (document reference 5.15). Amongst other factors, this was due to the greater impact on the National Landscape from multiple underground cables required to be routed through it and from reduced flexibility for future connections.			X	
10-37.14	Concern that the alignment presented during the targeted consultation will negatively affect the respondent's property more than the alignment shown at the statutory consultation due to workings closer to the property and access to the property being disrupted as well as the ability to access Boxted Straight Road, Rectory Road and Boxted Church Street	National Grid notes the respondent's feedback. The alignment for the permanent private access was changed due to landowner feedback. We have undertaken an Environmental Impact Assessment (EIA) which includes an assessment of the impacts of this access road. The assessment can be found in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) and forms part of the Development Consent Order (DCO) submission.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Access to the property, Boxted Straight Road, Rectory Road and Boxted Church Street would remain.				
Health, Safety & Wellbeing						
10-37.15	Concern that if Pelhams Corner is changed to accommodate the scheme, this may reverse the positive impact previous changes to the junction have had by reducing serious and fatal accidents on this section of road	Noting the feedback, National Grid does not propose to reverse any of the safety upgrades already in existence on the A120 at the junction with Bentley Road. Vehicles would only be able to turn left from the A120 onto Bentley Road and Left out of Bentely Road onto the A120.			X	
National Landscape (AONB)						
10-37.16	Concern that there is no difference in impact from the 2024 statutory consultation from the haul road change outside Dedham Vale National Landscape	As part of the targeted consultations in 2025, National Grid produced an Environmental Implications of Change (EIC) document for each of the proposed design changes to outline the potential environmental implications. The EIC confirmed that the proposed change would not materially change the conclusions that were reported within the Preliminary Environmental Information Report (PEIR) at the 2024 statutory consultation. The Development Consent Order (DCO) application is accompanied by an Environmental Statement (ES) (document reference Volume 6: Environmental Statement). The ES has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations') and identifies and assesses the likely	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		significant effects on the environment, resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation to reduce effects.				
Primary Access Routes / Haul Road / Construction Compounds						
10-37.17	Concern if Bentley Road is used for construction traffic to and from the substation build sites this will impact on the property which is located within 2.5 m of Bentley Road as well as the high level of HGV traffic with the suggested rate of 3 vehicles every 5 minutes between 7am - 7pm 6 days per week	Within the Environmental Statement (ES), Chapter 16: Traffic and Transport (document reference 16.6) the construction route along Bentley Road was assessed for the likely impact on receptors resulting from the increase in construction traffic. Although the road link is considered non-sensitive, based on the type of receptors, it is recognised that there would be a notable increase in Heavy Goods Vehicle (HGV) movements resulting from the Project and through cumulative effects with the North Falls and Five Estuaries project. As such, embedded mitigation has been provided in the form of temporary off-carriageway shared cycle/footway along the eastern extent of Bentley Road, improvements to its junction with the A120 and widening in places. Further environmental assessment was undertaken for Bentley Road, and it was found that the likely effects are temporary and deemed not significant with mitigation in place. A construction traffic noise assessment is presented in the ES, Chapter 14: Noise and Vibration (document reference 6.14) and associated Appendix 14.2: Construction Traffic Noise Assessment (document			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 6.14.A2). The assessment indicates that there is a potential significant adverse effect at this location, without mitigation, due to construction traffic noise. However, traffic flows would be considered low, and absolute noise levels are not expected to be significant at this location with mitigation in place in the form of best practicable means (BPM).				

Essex 4 Change feedback (Targeted Consultation)

Table 10.38 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
10-38.1	Criticism of consultation materials on this change (Essex 4)	For each targeted non-statutory consultation area (including Essex 4), National Grid developed a bespoke consultation zone to include nearby properties which are likely to be affected. These were created following the principle that each consultation zone should be appropriate and proportionate in relation to the type and potential impact of the change.			X	
DESIGN CHANGE (CR)						
10-38.2	Oppose the proposed change - Essex 4 (generally)	National Grid notes the respondent's feedback.	X		X	
10-38.3	Support the proposed change - Essex 4 (generally)	National Grid notes the respondent's feedback.	X		X	
10-38.4	Oppose the two runs of pylons which veer off from the main Project route, across to the substation near Ardleigh, with one now buried / Suggest that both the run to and run from Ardleigh are placed underground, utilising the same (wider) trench	There are technical and practical reasons for retaining overhead line for the immediate line entry to the East Anglia Connection Node (EACN) substation (equating to the last one or two overhead line spans). This is due to the very considerable risks presented by the complex and technically challenging crossing of multiple cables. There is also a potential need to retain overhead line			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		through to TB007 in order to reduce the interaction with a potential minerals site (subject to plan making outcome). On this basis a combination of one underground cable and one overhead line for the immediate line entry to the EACN substation is required. There are further technical challenges between TB15 and TB22, where the combination of the reservoir and multiple adjacent development proposals require the use of overhead line. For the intervening section National Grid have considered the potential for the use of underground cable between TB7 and TB15. To be consistent with policy the requirements set out in National Policy Statement (NPS) EN-5 paragraph 2.9.23 to 2.9.25 must be engaged and the Secretary of State of the view that the cost to reduce effects is justified. Assessments have concluded that nature conservation and heritage effects are not at a level to suggest a need to change from overhead line to underground cable. There are effects on community receptors from views of the alignment from residential properties and when travelling through the area on roads and Public Riights of Way though these are not in themselves considered to meet the threshold within 2.9.23 of the NPS EN-5. There are also certain viewpoints within the National Landscape from which infrastructure outside the setting of the National Landscape can be seen, but these are not considered to be significant in Environmental Impact Assessment (EIA) terms. These effects are not considered to be at a level to engage para 2.9.23, but				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		even if they were, the additional cost for undergrounding the connection between around TB7 and TB015 is not considered to be justified. Whilst reducing some effects it would introduce effects resulting from the new Cable Sealing End (CSE) compounds (and potentially head houses if required). Taking all factors into account, National Grid considers that, on balance, the potential cost of adopting an underground 400 kV cable solution for the TB7 to TB15 section is not justified for the level of benefit it provides. An EIA has been undertaken to assess the impact of the overhead line at this location and the results are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) submitted as part of the Development Consent Order (DCO) application.				
10-38.5	Concern over impact of proposed pylons TB16 and TB17, the land here is used for growing root crops and is served by an irrigation system, however the amended haul road would prohibit any irrigation of the affected land, impacting respondents' ability to grow root crops on the field during the period of construction. Request the haul road is moved east to its original location and along the boundary of Fountain Farm, reducing impact on respondent and allowing continued farming on some of the field	The haul road was re-located to correlate with the safe and suitable position of the bellmouth location for access off the public highway at Wick Lane. National Grid and their contractors would work with the respondent to identify and take every precaution to avoid damage to existing irrigation infrastructure during construction and minimise impact to current farming operations. Where this is unavoidable, temporary measures or compensation would be agreed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Environmental impact						
10-38.6	Suggests the is mature tree and/or vegetation west of Ardleigh which will be considered in the access design to minimise impacts from construction and junction visibility splays	National Grid notes the respondent's feedback. In order to provide a compliant access crossing the public highway, visibility splays are required. This would mean retaining and cutting back vegetation in the vicinity of the crossing as well as some removals. National Grid has sought to reduce, as far as practicable, impacts on the environment/countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern. The proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety have been developed. This includes temporary traffic management measures such as speed limit reductions and/or temporary signals. Post construction the bellmouth would be removed and the vegetation reinstated. More details on the bellmouths can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).			X	
Primary Access Routes / Haul Road / Construction Compounds						
10-38.7	Concern some of the haul road cross over narrow rural lanes which could cause issues with existing vehicles as they will have limited visibility when the haul road crossing is being used. This could result in	National Grid notes the respondent's feedback. The proposed bellmouth junctions have undergone Stage 1 Road Safety Audits, and mitigation measures			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	vehicles waiting on the rural lane either side of the crossing without the ability to pass each other. The haul road crossings which could be affected are Wick Lane	for road safety have been developed. This includes temporary traffic management measures such as speed limit reductions and/or temporary signals. Where visibility is limited or the public highway is narrow and vehicles cannot pass each other safely, vehicle passing places and waiting areas have been proposed to address the concerns raised. Post construction the bellmouth and mitigations would be removed and the vegetation reinstated. More details on the bellmouths can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				

Braintree

Braintree feedback (Targeted Consultation)

Table 10-39 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
10-39.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	Agricultural land during the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and would continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impacts on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Community / Social Impact						
10-39.2	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project receives Development Consent, the Project team would continue to engage with people potentially affected during construction through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which would remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
10-39.3	Concern about over development of area / other works in the area (e.g. cumulative impact)	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The cumulative effects assessment has considered the effects of the Project in conjunction with other developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The cumulative assessment has been undertaken in accordance with the overarching National Policy Statement (NPS) for Energy (EN-1) Paragraph 4.1.5 in EN-1 states: '*In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy'.* Paragraph 4.2.12 in EN-1 states: '*The cumulative impacts of multiple developments with residual impacts should also be considered.'* Paragraph 4.3.3 in EN-1 states: '*The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects'.* Paragraph 4.3.19 of EN-1 states: '*The Secretary of State should consider how the accumulation of, and interrelationship between, effects*				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place'. Paragraph 4.4.5 in EN-1 states: '*The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate'.* The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in Appendix 17.2: Long List and Short List of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in ES Chapter 17: Cumulative Effects (document reference 6.17). The detailed assessment of shortlisted other developments is presented in Appendix 17.3: Inter-Project Cumulative Effects Assessment (document reference 6.17.A3). Appendix 17.3 outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economics, recreation and tourism impacts).				
10-39.4	Concern about the Project being in too close proximity to recently built housing developments /	National Grid has obtained information on existing, under construction, consented but not built schemes as			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, the targeted consultations, and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.				
10-39.5	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*." Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.				
10-39.6	Criticism of surveys undertaken for the Project in this Section	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.				
10-39.7	Concern about the impact of the Project on water supply	ES Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3) is included to support ES Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) which provides an assessment	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of the potential effects on groundwater from the Project and includes impacts on groundwater receptors such as water supplies (both with regard to quantity and quality), as required. Where the Project constitutes overhead lines, interaction with underlying aquifers would be limited. Any piling activities e.g., for pylon foundations, would be undertaken in accordance with good practice, and informed by Project Ground Investigation data. Where the Project constitutes underground cable, further to the above a hydrogeological risk assessments would be undertaken. These measures are described in the Outline Code of Construction Practice (CoCP) (document reference 7.2) and would be secured through the Development Consent Order (DCO), if granted.				
10-39.8	Concern that the proximity of Pylon TB96 to the respondent's property means that no amount of screening and softening will reduce the impact to the landscape to an acceptable level (e.g. impact on property value, noise, traffic, quality)	There is no minimum separation defined in policy between properties and electrical infrastructure beyond ensuring electrical safety and complying with Electric and Magnetic Fields (EMF) guidelines. National Grid follows the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. TB96 (now TB98) is in a section of overhead line positioned to be approximately			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		midway between residential properties to either side of the overhead line and also positioned to cross a road and railway and seek to be equidistant from other nearby residential properties. The nearest pylons are at around 200 m distance from residential properties with some benefit of screening and filtering views from existing buildings and vegetation including trees. It is considered that the alignment is consistent with relevant planning policy, therefore no change is proposed.				
Construction Impacts						
10-39.9	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).				
10-39.10	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts				
10-39.11	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP (document reference 7.3) sets out the required mitigation measures and environmental commitments that would be				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				
10-39.12	Concern about vibrations from construction	An assessment of construction vibration is presented in Environmental Statement Chapter 14 - Noise and Vibration (document reference 6.14). The assessment considers both the potential impact upon people within buildings (i.e. disturbance), and potential damage to buildings and structures. The assessment considers relatively worst-case construction methodologies and does not take account of potential mitigation. This is so that potential 'hot-spots' can be identified where there is the potential for significant adverse effects, without mitigation. The construction vibration assessment has identified 74 locations where there is potential disturbance to people within buildings from construction vibration. Of these, 72 relate to potential vibratory compaction activities which would be expected to be for a relatively short duration (i.e. less than day). The remaining two relate to potential piling activities for pylon foundation construction. With regards to potential damage to buildings and structures, the assessment highlights locations where there is a potential non-zero risk of damage. 14 locations have been identified, all of which relate to potential vibratory compaction activities.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		In all cases, significant adverse effects, or potential structural damage, can be avoided with the use of best practicable means (BPM). This may include alternative methods, such as non-percussive/vibratory techniques. Additionally, prior to undertaking works, the Main Works Contractor(s) would conduct a detailed construction vibration assessment based on their specific methodologies and determine specific mitigation measures, where applicable.				
10-39.13	Criticism that the project will impact White Notley Football Club during construction as well as temporary and permanent land acquisitions. These impacts would be in conflict with the National Planning Policy Framework 2023	Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement (ES) assesses the potential impact and effect on White Notley Football Club. Potential temporary impacts include temporary acquisition of land from one of the two main football pitches used by the football club for temporary overhead line construction. Mitigation measures set out in the Outline Code of Construction Practice (CoCP) (document reference 7.2), include maintaining access to the football club and football pitch with a period of disruption to the western football pitch. A separate discussion with the landowner would be undertaken prior and during construction to manage access and minimise disruption during the overhead line stringing work, with a not significant effect anticipated. There would be a permanent acquisition of rights of access at the southern section of one of the two main football pitches. However, no physical works are	X		X	

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		proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation, with a not significant effect anticipated. National Grid has also engaged with White Notley Football Club and Sport England (including the Essex Football Association) to explain the design of the Project.				
Consultation						
10-39.14	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.			X	
10-39.15	Criticism that two changes have not been consulted on: 1. Pylon TB92 moving south in response to a group of a trees outside the entrance of Rivenhall Place. 2. A minor amendment to order limits to allow permanent right of access for maintenance as residents in that area should be notified	National Grid carried out targeted consultations on localised changes that would potentially alter the Order Limits for the Project where there were new or different impacts on landowners, communities and/or the environment. There were some further changes to our proposals, such as the movement of pylons within the Order Limits presented and minor amendments where it was considered that consultation was proportionate to the change suggested. The approach we took followed the latest guidance issued by the Government's Planning Inspectorate, which makes it clear that targeted consultation can be bespoke and proportionate to the type of change proposed.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change						
10-39.16	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network.			X	

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		These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line would be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual				

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		amenity. The LVIA is presented in the ES Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-39.17	Oppose that the Project is routed through respondent's sand and gravel reserves, near Kelvedon immediately south of Pantlings Lane / Oppose the placement of Pylon TB83 as this Pylon has been placed on top of surveyed sand and gravel deposits	National Grid adopts a consistent approach to development sites and in the case of minerals sites considers those that are allocated in the current plan. In this case the site is being consulted upon for potential inclusion in a future plan so may be confirmed at some stage or may not. In these cases we identify if an alternative alignment can be taken forward with widened Order Limits to allow for a modified alignment given that the sites inclusion may be confirmed in mid 2025. In the case of TB83 we have considered alignments deviated to the north but not progressed these due to heritage effects from routeing between related grade I and II* listed buildings as well as closer proximity and increased effects on residential properties (set out in the 2023 Design Development Report, available on the Project website). The 2023 Design Development Report also considered alternatives to the south. But these were less preferred due to greater effects on residential properties. On balance the preferred solution is to seek to reduce heritage and residential effects but with increased potential mineral sterilisation compensation. We are engaging with those promoting the site to seek to agree a statement of common ground, and route to discussing mitigation should the site actually come forwards.			X	
10-39.18	Suggest that the Pylon TB96 and the haul road are relocated north, removing any oversail or encroachment to the paddocks (plan provided by	National Grid notes the respondent's feedback. In order to change the location of TB95 to TB99 to the proposed alignment from the respondent, we would have to increase the length of the overhead line and increase			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	respondent; e.g. to mitigate the impact on paddocks and farming)	the number of angle pylons, which would be less consistent with the Holford Rules. We have therefore not proposed a change to the alignment in this location. We previously moved the location of pylon TB98 approximately 60 m to the west along the alignment to avoid the paddock at Whiteheads Farm.				
10-39.19	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes to the alignment. Further details on these changes can be found in the 2025 Design Development Report (document reference 5.15), published as part of the Development Consent Order (DCO) application.			X	
10-39.20	Suggestion that the Project is routed away from / the Project should not be located at Skye Green	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Skye Green. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Skye Green.			X	

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10-39.21	Suggestion that the Project is routed away from / the Project should not be located at Howe Street village	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Howe Street village. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Howe Street village.			X	
Economic / Employment Impact						
10-39.22	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project.			X	

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		These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.				
Environmental Impact						
10-39.23	Concern that the Project will result in a negative impact on the environment / countryside generally (no details given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				
10-39.24	Concern about the impact of the Project on flooding	A detailed Flood Risk Assessment (FRA) has been prepared (document reference 7.9). The FRA (document reference 7.9) assesses flood risk to the Project and the impacts that the Project's construction and operation		X	X	

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		would have on flood risk from a wide range of sources. The assessment has been informed by a wide range of data sets, including the January and March 2025 data from the Environment Agency, and by engaging with the Environment Agency and all of the relevant Lead Local Flood Authorities and Drainage Boards. The FRA has identified a range of controls and mitigation measures to prevent flood risk impacts, which have been secured through a range of commitments set out in the Outline Code of Construction Practice (document reference 7.2). The FRA (document reference 7.9) also describes the measures and strategy that would be put in place to manage surface water runoff arising from Project construction worksites and operational infrastructure.				
10-39.25	Concern that nesting birds and their nests will be disturbed by the construction of the new haul road.	Detailed breeding bird surveys have been undertaken across key locations over 2023-2025. Full details of these bird surveys and the associated impact assessment are outlined in ES Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 8.7 Breeding Bird Report (document reference 6.8.A7). Mitigation for nesting birds has been outlined within the Outline Landscape and Ecology Management Plan (LEMP) (document reference 7.4), which identifies that vegetation would be removed outside of the nesting bird period where at all possible. Where vegetation removal is unavoidable within March-August, a nesting bird check by a suitably experienced ecologist would be undertaken. This nesting bird check would be			X	

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		undertaken no more than 24 hours before vegetation removal is undertaken, to ensure no impacts on an active bird nest.				
Financial Compensation						
10-39.26	Concern that the Project will devalue property / impact on property value in this section	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
10-39.27	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
10-39.28	Request that should National Grid proceed with the proposed plan, they must bear the financial responsibility of the costs of building new stables, paddocks and arena at respondent's farm	If the stables and arena can no longer be used temporarily or permanently as a direct result of the Project, then the affected landowner or business would be compensated or relevant mitigation put in place where possible. This may involve the temporary or permanent movement of facilities. If a property owner is concerned about the impact on their property, they should seek third party advice and/or contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.			X	

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Health, Safety & Wellbeing						
10-39.29	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.				
10-39.30	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the			X	

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		EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and looks to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid have followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				
Heritage						
10-39.31	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).				
10-39.32	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in ES Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). In some areas archaeological trial trench evaluation has been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques. and to take their views into account during Project development.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Mitigation						
10-39.33	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation (and maintenance) of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	X	X	X	
PRoW (Public Rights of Way)						
10-39.34	Concern about negative impact on PRW / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW).		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.				
Requests						
10-39.35	Request for further impact surveys in this section	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.				
10-39.36	The respondent understands that justification as to why some of their change requests were not taken forward will be provided with the DCO application, and will hold any further comments on the changes not taken forward until this document has been shared with them	National Grid notes the respondent's feedback. Reasons as to why certain changes requested in consultation feedback were not taken forward are included within this report.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Tourism						
10-39.37	Concern about impact of the Project on tourism	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).			X	
Visual Impact						
10-39.38	Concern about cumulative visual impact of the Project alongside existing overhead lines / concern about wirescape	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Network to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		certain sections of 132 kV overhead line connection with underground cable and also to remove some sections of 132 kV overhead line to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in Chapter 13. The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects Assessment (document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.				
10-39.39	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	and substations) / Concern that the Project will cause a negative impact on views	it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable. The proposed East Anglia Connection Node (EACN) substation is required to connect customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity. Landscape mitigation is proposed within Environmental Areas around substations and CSE compounds. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
Wildlife / Ecology Impact						
10-39.40	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2025 to determine an accurate baseline value, the scope of which has been agreed with Natural England and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitats Regulations Assessment (HRA) Report (document reference 5.3) and agreed with Natural England. Survey results have identified no areas of significant bird collision risk across the Project. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4) accompanying the Development Consent Order (DCO) application.				
10-39.41	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2025 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
10-39.42	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2025 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
10-39.43	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes protected plants, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid have committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
10-39.44	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.				
10-39.45	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2025 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% Biodiversity Net Gain (BNG) with environmental and societal benefits. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				

Essex 5 feedback (Targeted Consultation)

Table 10-40 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change (CR)						
10-40.1	Oppose the proposed change - Essex 5 (generally)	National Grid notes the respondent's feedback.	X	X	X	
10-40.2	Support the proposed change - Essex 5 (generally)	National Grid notes the respondent's feedback.			X	
10-40.3	Request permanent access route to pylons TB73 and TB74 be taken off Old Road, close to where the haul road will pass during construction, following the field boundaries to mitigate impact on Cockerell's Farm and residential properties	National Grid notes the respondent's feedback. The permanent access route to TB74 has been removed at this location to remove the impacts mentioned through the farm.			X	
10-40.4	Concern that whilst the realignment of pylons TB71-TB75 will move 150 m further away from Surrex hamlet, the pylons will be closer to homes in Skyes Green and would require an additional angled pylon resulting in the overall pylons for the project to increase by one	National Grid notes the respondent's feedback. The change (Essex 5) was made following feedback and a balanced decision-making process. It was determined that the addition of a pylon as well as an additional angle pylon was preferred due to this facilitating a move of the alignment to be further away from Surrex as well as reducing impacts on horse paddocks by facilitating a change to the haul road. A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the level of effects from the Project. The LVIA is presented in the Environmental Statement (ES),		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. We are therefore not proposing a further change to the alignment in this area.				
10-40.5	Concern that pylons TB71 is closer to the mature oak tree on the southern side of the road, respondent requests all steps are taken to retain the tree	Vegetation beneath and adjacent to the overhead line would need to be removed or managed in line with the methodology as described in the Environmental Statement (ES), Chapter 4: Project Description (document reference 6.4). Please see the Trees and Hedgerows to be Removed and or Managed Plans (document reference 2.16) and the ES Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6) for the anticipated impacts to trees based on the Project as presented in the Development Consent Order (DCO) submission. Noting that the Project is subject to Limits of Deviation, the actual vegetation impacts would be confirmed pre-construction based on the final detailed design. Requirement 8 "Retention and removal of trees, woodland and hedgerows" of the draft DCO (document reference 3.1), ensures that "*Unless otherwise agreed with the relevant planning authority, no stage of the authorised development may commence until, for that stage, a plan showing the trees, groups of trees, woodlands and hedgerows to be retained and/or removed during that stage has been submitted to and approved by the relevant planning authority*."		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Outline Code of Construction Practice (CoCP) (document reference 7.2) and Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) also include mitigation and management measures to reduce the effects to trees.				
10-40.6	Request proposed pylon TB74 is placed on the edge of the fields further away from Cockerell's Farm House	National Grid has considered the respondent's request to move TB74 further from Cockrell's Farmhouse. TB74 is currently approximately midway between properties along Old Road, to move TB74 an additional angle pylon would be required, meaning it would be less consistent with the Holford Rules (see Appendix I22 of this report), and would move it closer to one property over another. We are therefore not proposing a change to the location of TB74.			X	
10-40.7	Whilst the respondent welcomes National Grid listening to feedback it is disappointed that the solution requires an additional pylon as this will add to concerns regarding the wirescape in this location. The respondent's queries whether a new solution can be found without the need for an additional pylon	National Grid notes the respondent's feedback. In order to fulfil the request to realign the overhead line, we have had to introduce a new angle pylon as the overhead line length is increased. Span lengths are limited by terrain, pylon heights and pylon strength. Achieving this re-route would not be possible with fewer pylons. We have completed a Landscape and Visual Impact Assessment (LVIA) which assesses the visual impacts of the Project. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has not identified any need for additional mitigation.		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-40.8	Concern about the changes proposed as part of Essex 5, in particular the additional angle pylon, the substantial increase in the area under draft order limits which would now almost reach the respondents boundary, and also the relocation of the haul road / Suggest that National Grid underground the cables in sensitive locations, or adjust the route to place the Project further away from residential and listed buildings (e.g to minimise the impact on listed buildings, harm to the rural character and visual amenity, and reduce construction traffic and noise pollution)	National Grid notes the respondent's feedback regarding the change to the alignment and subsequent relocation of the haul road to be close to the alignment, in particular the change to TB73 to an angle pylon. The Order Limits around TB73 are wider due to it being an angle pylon as space is temporarily required around angle pylons for pulling the overhead lines during construction. The change to the alignment at this location was proposed as it would remove the need for the haul road to cross the horse paddocks to the south of Surrex as well as amending the haul roads associated with these pylons so that they follow field boundaries where possible. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'*. Where no such designations are present, nor is the area within the setting of such a designated			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Surrex would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		An assessment of construction noise is presented in the ES Chapter 14: Noise and Vibration (document reference 6.14). The assessment indicates that significant adverse effects from construction noise are not expected in the 'Essex 5' area where best practicable means are employed to reduce potential effects. With regards to undergrounding, this would not materially reduce potential effects of construction noise and construction traffic noise but may lead to additional impacts depending on the extent and locations of such works, compared to overhead line construction. The assessment of the construction traffic on the A120 Colchester Road that would access pylons TB71-TB75 is presented in Chapter 16: Traffic and Transport (document reference 6.16) of the ES. The assessment showed that no significant adverse effects are expected on the A120. National Grid recognises the respondent's concerns regarding the revised alignment at Essex 5, including the introduction of an additional angle pylon (now TB73), and to keep temporary haul routes as close as practicable to existing field boundaries. Heritage considerations, alongside engineering, environmental and land-use constraints, were an integral part of that exercise and were reviewed with Historic England and the relevant local planning authority through the Archaeology Working Group.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		A heritage assessment of Cockerell's Farmhouse and Bakehouse (1169484) is presented in Chapter 11: Historic Environment (document reference 6.11) of the ES and the ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). That assessment was undertaken in accordance with the National Planning Policy Framework (2023), NPS EN-1 and Historic England's Good Practice Advice Note 3 (2017). It concludes that the revised overhead line alignment, including the angle pylon, would result in a temporary moderate adverse significance of effect (mid less than substantial harm) during construction. Once operational, the residual effect is assessed as permanent moderate adverse (mid less than substantial harm). Mitigation and the landscape measures secured through the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) was developed in consultation with heritage stakeholders and is secured via the Outline Code of Construction Practice (CoCP) (document reference 7.2) and Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (AMS-OWSI) (document reference 7.5). These measures would reduce the magnitude of harm as far as practicable. For information, no additional mitigation measures are proposed during the construction phase as any measures designed to lessen the visual impact of the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project would be of a scale that would visually adversely alter the setting of the asset. On heritage grounds, an overhead alignment remains the most balanced solution.				
Environmental impact						
10-40.9	Suggests the is mature tree and/or vegetation in the vicinity of the Essex 5 change generally which will be considered in the access design to minimise impacts from construction and junction visibility splays	National Grid notes the respondent's feedback. In order to provide a compliant access crossing the public highway visibility splays are required. This would mean retaining and cutting back vegetation in the vicinity of the crossing as well as some removals. National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern. The proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety have been developed. This includes temporary traffic management measures such as speed limit reductions and/or temporary signals. Post construction the bellmouth would be removed and the vegetation reinstated. More details on the bellmouths can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
National Landscape (AONB)						
10-40.10	Criticism that the changes provided as part of Essex 5 are too minor / too far away to have any meaningful impact on Dedham Vale National Landscape	National Grid notes the respondent's feedback.	X		X	
Visual impact						
10-40.11	Concern that whilst the alignment change would result in a minor improvement locally, this would be offset by the pylons moving closer to Cockerell's Farm and the need for an additional pylon	National Grid notes the respondent's feedback. The change (Essex 5) was made following feedback and a balanced decision making process. It was determined that the addition of a pylon as well as an additional angle pylon was preferred due to this facilitating a move of the alignment to be further away from Surrex as well as reducing impacts on horse paddocks by facilitating a change to the haul road. A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the level of effects from the Project. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. We are therefore not proposing a further change to the alignment in this area.		X	X	
10-40.12	Request that additional potential effects on the settings of Cockerells farmhouse and The Old Cottage are presented as part of a revised version of	National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, including listed buildings in this area.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	the documentation relating to the impact on the historic environment within the Braintree District	All listed buildings within 2 km of the Order Limits are considered in the Historic Environment Assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in the ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. The assessment of Cockerell's Farmhouse and Bakehouse concludes a significant effect during construction and operation. The assessment of The Old Cottage concludes a significant effect during construction and a not significant effect during operation. No additional mitigation measures are proposed as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				

Essex 6 Change feedback (Targeted Consultation)

Table 10-41 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
10-41.1	Criticism of consultation materials on this change (Essex 6)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document which we tried to make accessible and easy to understand. These documents included information on why the change was needed and what we were proposing to change and were sent to properties within the bespoke consultation zone for the relevant change. More information on how we defined the consultation zones is available in this Consultation Report. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the targeted consultations was considered proportionate to the changes being consulted upon. We believe that all the relevant information required for the public to make informed decisions was available and do not believe that this impacted the feedback we received. Through our routeing and siting process, we have tried to avoid communities and properties and do not oversail			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		individual properties. Throughout consultation, we had a dedicated phone line and email for people who had questions on our proposed changes and the information we produced on them. We also have a lands team for those whose property or land may be impacted. These lines remain open to the public.				
Design Change (CR)						
10-41.2	Oppose the proposed change - Essex 6 (generally)	National Grid notes the respondent's feedback.			X	
10-41.3	Support the proposed change - Essex 6 (generally)	National Grid notes the respondent's feedback.			X	
10-41.4	Suggest that the Project is relocated to cross the B1024 next to the sewage works to minimise the impact on respondent's property and surrounding properties	National Grid has considered the respondent's feedback, a more northern route would take the alignment closer to and between listed buildings at Feeringbury and Coggeshall which have a historic link. It would also take the alignment over a sewage treatment works which introduces a technical constraint, we are therefore not taking this change forward. A change to the alignment has been made which would move pylon TB77 (as in between TB75 and TB79) south of Mill Cottages and then reconnect with the alignment at TB80 (now TB82). This change goes some way to addressing the concerns by the respondent.			X	X
10-41.5	Concern about the impact of the proposed haul road if the Essex 6 change is adopted, as it impacts the links to respondent's farm irrigation, which could cause the irrigation to be unusable for a significant	National Grid is aware of the possible impacts the Project can have on farming practices and will continue to work with all affected landowners to agree suitable			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	amount of time. The haul road also risks dividing the farm in two making it difficult to conduct farming activities	mitigation/compensation, or where possible adapt the design to lessen the impacts. The impacts of the Project on agricultural land are assessed in Chapter 6: Agriculture and Soils of the Environmental Statement (ES) (document reference 6.6). Haul roads may cause temporary disturbance to agricultural operations and soil during construction, but this would be effectively mitigated following good practice soil handling measures and implementing appropriate mitigation to maintain access to agricultural land throughout the construction phase, as outlined in Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2). Land required temporarily for construction (including haul roads) would be returned to its former agricultural use/condition or a use/condition as discussed with the landowner, where practicable. Irrigation pipes would be avoided where possible or alternative supplies would be provided where temporary interactions are unavoidable, as outlined in the Outline CoCP (document reference 7.2).				
10-41.6	Request haul road near pylon TB77 follow as close to the boundary with the public highway, routed so that it avoids crossing Old Mill Lane, to minimise the impact on soil structure, drainage and future agricultural operations. Request pylon TB77 relocated as close to the edge of the field boundary with Coggeshall	National Grid has considered the respondent's feedback, the location of TB77 as well as the haul road and crossing of Old Mill Lane and Coggeshall Road is positioned as such to minimise impacts to a proposed solar development to the east of Coggeshall Road. TB77 is positioned as close to the road/field boundary as possible while accounting for the scaffolding required			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		during construction. We are therefore not proposing a change to the location of this pylon. We have submitted an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) which includes an assessment of impacts from the Project on soil and drainage, found in the ES Chapter 6: Agriculture and Soils (document reference 6.6) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12).				
10-41.7	Concern that whilst moving TB92 south will save a group of trees and is a welcome change, this would conflict with an approved solar scheme in the area the pylon is being relocated to	National Grid can confirm that this is the case with TB92 moved to the south (and now renamed as TB94). The decision was made in response to feedback and consideration of the potential effects on the trees which have a relationship to the historic entrance to the Grade II* Listed Rivenhall Place as well as the preference in terms of landscape and ecology for the retention of a substantial Oak Tree. Some micro-siting of the pylon to the south-west has potential to reduce the impact on the solar farm output. The impacts to the solar scheme located in proximity to TB92 (now TB94) are assessed in Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Chapter 17: Cumulative Effects (document reference 6.17) of the Environmental Statement (ES). Taking into account mitigation measures set out in the Outline Code of Construction Practice (CoCP) (document reference 7.2) in relation to maintaining access to land proposed for development,		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		potential severance to the solar scheme is anticipated to be mitigated during construction. The magnitude of impact on the scheme is considered to be very low. The residual construction effect would be temporary, short-term, negligible adverse and not significant. Should a third party feel that they are owed compensation or would like to discuss how or when compensation is payable, they should contact the Projects Land team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
10-41.8	Concern that whilst moving pylons TB77 and TB81 is welcomed to facilitate this change, an additional pylon would be needed which would have additional landscape impacts. Would prefer a solution is sought that means an additional pylon is not needed	In order to fulfil the request to realign the overhead line, we've had to introduce a new angle pylon as the overhead line length is increased. Span lengths are limited by terrain, pylon heights and pylon strength. Achieving this re-route would not be possible with fewer pylons. The impact of the pylon on views in the area is captured by the Landscape and Visual Impact Assessment (LVIA) which is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and visual effects and identifies areas for potential mitigation to reduce visual impacts to local receptors.				
Environmental impact						
10-41.9	Suggests the is mature tree and/or vegetation in the vicinity of the Essex 6 change generally which will be considered in the access design to minimise impacts from construction and junction visibility splays	National Grid notes the respondent's feedback. In order to provide a compliant access crossing the public highway visibility splays are required. This would mean retaining and cutting back vegetation in the vicinity of the crossing as well as some removals. National Grid has sought to reduce, as far as practicable, impacts on the environment/countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern. The proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety have been developed, this includes temporary traffic management measures such as speed limit reductions and/or temporary signals. Post construction the bellmouth would be removed and the vegetation reinstated. More details on the bellmouths can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Primary Access Routes / Haul Road / Construction Compounds						
10-41.10	Concern about the impact of proposed access route at Littlebury on traffic, disruption to residents and the existing track, which is currently in poor condition	The haul roads located at Littlebury would be accessed from the proposed bellmouth junction located at the A120 Coggeshall Road, between Coggeshall and Feering. Therefore, the bellmouth junctions located in Coggeshall Road are crossover points. As identified in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), no Heavy Goods Vehicle (HGV) construction traffic is proposed to use the crossover points to access (turn into or out of) the haul roads from the public highway under typical operation, and vice versa. As a result, an increase in baseline traffic along the public highway is not expected as they are crossover points to allow the construction vehicles to circulate along the proposed haul roads. Temporary traffic management measures would be in place to avoid delays at crossover points, with priority given to the flow of traffic on the public highway. Therefore, no significant impact is expected in Coggeshall Road and no further traffic and transport assessment has been considered.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Visual impact						
10-41.11	The proposed changes to the Project will impact the listed buildings at Feeringbury Manor. Within the setting of Coggeshall Hall, the Project will be closer to the listed building compared to the previous consultation. The new proposal means that Pylons TB79, TB80 and TB81 will appear as an almost straight line within the northern outlook from the house, the angle of which is more acute than the previous iteration. The amendments are not anticipated to change the baseline impact on heritage assets compared with those previously identified in the PIER, however the baseline assessment should be updated to reflect the changes	National Grid, through the routing and siting exercise, has sought to reduce the impact on the historic environment, including listed buildings in this area. All listed buildings within 2 km of the Order Limits are considered in the Historic Environment Assessment for the Project. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on historic buildings and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. The assessment of Feeringbury Manor, Ancillary Building 6 metres South East of Feeringbury Manor, Waterwheel And Mounting Approximately 23 Metres South West of Feeringbury Manor, and Barn of Feeringbury Farm, 60 Metres South East of Feeringbury Manor concludes a significant effect during construction and a not significant effect during operation. The		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessment of Coggeshall Hall Farmhouse and Barn 20 Metres North West of Coggeshall Hall Farmhouse concludes a significant effect during construction and a not significant effect during operation. No additional mitigation measures are proposed as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset.				

Chelmsford

Chelmsford feedback (Targeted Consultation)

Table 10-42 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
10-42.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	Agricultural land during the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and would continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impacts on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Airfields						
10-42.2	Concern about the impact of the Project on Broomfield Hospital (helipad) / Suggestion that the Project is routed away from Broomfield Hospital (helipad)	National Grid has appointed an independent aviation consultancy which has engaged the principal air ambulance operator from Broomfield Hospital with regards to the helipad. Following discussion and assessment it has been determined, with the Project as currently proposed, that the helipad can continue to operate. Further details on aviation impacts can be found in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	X		X	
Community / Social Impact						
10-42.3	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the Project. If the Project receives Development Consent, the Project team would continue to engage with people potentially affected during construction through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which would remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economics effects of the project are assessed in Chapter 15 of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
10-42.4	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments. ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered during the construction phase to reduce, where practicable, disruption to education establishments. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The assessment concludes that there would be no significant effects on education facilities within the study area as a result of the construction and operation of the Project.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-42.5	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations that are important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on sports clubs, recreational land and recreational routes located within the Order Limits. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	X		X	
10-42.6	Concern about over development of area / other works in the area (e.g. cumulative impact)	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The cumulative effects assessment has considered the effects of the Project in conjunction with other developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The cumulative assessment has been undertaken in accordance with the overarching National Policy Statement (NPS) for Energy (EN-1) Paragraph 4.1.5 in EN-1 states: *'In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy'.* Paragraph 4.2.12 in EN-1 states: '*The cumulative impacts of multiple developments with residual impacts should also be considered.'* Paragraph 4.3.3 in EN-1 states: '*The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects'.* Paragraph 4.3.19 of EN-1 states: '*The Secretary of State should consider how the accumulation of, and interrelationship between, effects*				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place'. Paragraph 4.4.5 in EN-1 states: *'The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate'*. The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in Appendix 17.2: Long List and Short List of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in ES Chapter 17 (document reference 6.17). The detailed assessment of shortlisted other developments is presented in Appendix 17.3: Inter-Project Cumulative Effects Assessment (document reference 6.17.A3). Appendix 17.3 outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economic, recreation and tourism impacts).				
10-42.7	Concern about the Project being in too close proximity to recently built housing developments /	National Grid has obtained information on existing, under construction, consented but not built schemes as		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.				
10-42.8	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) identifies any measures considered to be necessary to reduce likely significant effects which would also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.				
10-42.9	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*." Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.				
10-42.10	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) considers the potential impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from ES Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures would be in place to reduce impacts. These include: traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures are presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.	X		X	
10-42.11	Criticism of surveys undertaken for the Project in this Section	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		environment, including commitments to undertake further surveys.				
10-42.12	Concern about the impact of the Project on water supply	Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment (document reference 6.9.A3) is included to support Chapter 9: Contaminated Land, Geology and Hydrogeology (document reference 6.9) which provides an assessment of the potential effects on groundwater from the Project and includes impacts on groundwater receptors such as water supplies (both with regard to quantity and quality), as required. Where the Project constitutes overhead lines, interaction with underlying aquifers would be limited. Any piling activities e.g., for pylon foundations, would be undertaken in accordance with good practice, and informed by Project Ground Investigation data. Where the Project constitutes underground cable, further to the above a hydrogeological risk assessments would be undertaken. These measures are described in the Outline Code of Construction Practice (CoCP) (document reference 7.2) and would be secured through the Development Consent Order (DCO), if granted.			X	
10-42.13	Concern the Project will divide the communities of Great and Little Waltham	National Grid has developed the Project in line with relevant planning guidance including National Policy Statement (NPS) EN-5 which refers to following the guidance in the Holford Rules in developing the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. Neither policy nor guidance makes specific reference to the preservation of perceived connections between nearby villages. Nonetheless we have factored in environmental effects that have influenced decision making in the context of the NPS and the Holford and Horlock Rules.				
10-42.14	Concern that establishing a visibility corridor on Cole Hill for the proposed haul road will destroy the area, environment and habitat immediately adjacent to respondents' home	In order to provide an access crossing the public highway, visibility splays are required. This would mean retaining and cutting back vegetation in the vicinity of the crossing as well as some removals. National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern.			X	
Construction Impacts						
10-42.15	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).				
10-42.16	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts				
10-42.17	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-				

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		emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP (document reference 7.2)) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP (document reference 7.2) sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				
10-42.18	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	X	X	X	

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		The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the Local Highway Authorities and National Highways. An AIL routing strategy containing details about these movements are submitted in support of the Development Consent Order (DCO) application.				
10-42.19	Concern about the impact of National Grid obtaining permanent rights of way. Suggest that the default position should be that National Grid acquires rights for future access solely under the line of Pylons through the DCO process, with any additional rights of way to be agreed upon in the easement only	National Grid needs to ensure that all pylons can be accessed in the future for maintenance and inspection works. It is not reasonably practicable to only obtain access rights directly under the overhead line, as access would be needed from the public highway using existing gates. National Grid does seek to acquire access rights through the Development Consent Order (DCO). To use specific access routes, at the time access is required, the relevant landowner would be contacted, and if there is a more suitable access route, then this would be agreed.			X	
10-42.20	Request that consideration be given to options for accessing H30-A2, including whether traffic from the south can use the existing slip road on the A12 instead of routing through Margaretting, and whether access can be achieved from Writtle Road rather than using Ivy Barns Lane, which is unsuitable	National Grid has engaged with the bridge asset owner, Network Rail. As part of our assessment, we have considered the worst case scenario in terms of vehicles accessing the bridge. Appropriate mitigations have been agreed in principle with Network Rail conditional on a further condition		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		survey prior to use, ensuring the appropriate safe use of the bridge for access during construction. The discussions and studies to date do not reveal a need to strengthen the asset. This will be kept under review.				
10-42.21	Request that considerations be given to a worst-case assessment of the impacts on the highway network for the bridge strengthening works at F7, in the event of the works being undeliverable. There are concerns about the use of this route to access Pylons 186 to 201, the appropriateness of its use, and the implications on the remainder of the project or the need for alternative routes as a result	National Grid has engaged with the bridge asset owner, Network Rail. As part of our assessment, we have considered the worst case scenario in terms of vehicles accessing the bridge. Appropriate mitigations have been agreed in principle with Network Rail conditional on a further condition survey prior to use, ensuring the appropriate safe use of the bridge for access during construction. The discussions and studies to date do not reveal a need to strengthen the asset. This will be kept under review.		X	X	
Consultation						
10-42.22	Comment supportive of engagement that has taken place / feel listened to	National Grid notes the respondent's feedback.			X	
10-42.23	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	X	X	X	
10-42.24	Criticism of consultation events in this Section	To support the non-statutory targeted consultations on Essex 8 – Great Waltham and Little Waltham and Thurrock 2 – Bulphan, National Grid held three bookable sessions to view the updated 3D model. To support the			X	

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		targeted statutory consultation Thurrock 3 – proposed changes to the connection at Tilbury, we also held two public information events where people could view the proposals, ask the Project team questions and view the updated 3D model. We had to balance a number of factors when booking the consultation venues, including availability and proximity to the proposed change. As part of our risk assessment of these venues, we made sure that they had full disabled access and bathroom facilities as well as adequate capacity for the expected number of people attending to be comfortably accommodated for. We also held a series of online webinars for each set of targeted consultations which explained the proposed changes and how people could take part in the consultations. These provided further opportunities for people to find out the same information and ask the Project team questions. The webinars were recorded and uploaded to the Project website. There were also opportunities to engage with the Project team via phone, email and freepost.				
10-42.25	Criticism that National Grid have shown no evidence of investigating the West of Writtle route	National Grid is not required to present equivalent data for every possible routeing alternative. We do have to ensure the reasons behind decisions about the option we do prefer and why others are not preferred are set out. This has been reported in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) (found on the Project website) at a broader corridor level and at			X	

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		route level within this report, the 2022 and 2023 Non-Statutory Consultation Feedback Reports and the 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15). This provides the evidence, at a comparable level, for decision making.				
10-42.26	Criticism of the inadequate assessment of the impact of proposing full or lower height pylons on landscape character and visual amenity terms	As set out in the 2025 Design Development Report (document reference 5.15), consideration has been given to the use of low height pylons in circumstances where standard lattice pylons are considered to be inconsistent with policy. These low height design lattice pylons are useful where height is a strong consideration, however they also occupy a greater footprint and have a bulkier and denser profile. They can therefore provide visual benefits in some scenarios, for example where a reduction in pylon height means that views of the tops of pylons are screened by intervening woodland. In other scenarios they can increase adverse visual effects, for example where relatively close to visual receptors without intervening filtering vegetation where they are likely to appear more noticeable in views from residential receptors.		X	X	
10-42.27	Request that a full construction management plan be submitted as part of the Environmental Statement to ensure that the amenities of neighbouring residents are protected throughout the construction period. Additionally, the air quality impact assessment	An Outline Code of Construction Practice (CoCP) (document reference 7.2) has been submitted as part of the Development Consent Order (DCO) application. The Outline CoCP (document reference 7.2) provides the preliminary framework for the principles and procedures		X	X	

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	indicates that it will be necessary for National Grid to develop and implement a dust management plan for construction-related activities	that the Main Works Contractor(s) must implement to minimise, manage and mitigate the potential environmental impacts of construction works associated with the Project. The Outline CoCP (document reference 7.2) will be fully developed based on detailed design information to be provided by the Main Works Contractor(s). The final version will be submitted for approval in accordance with the DCO requirement for construction management plans prior to commencement of development, secured through the DCO Schedule. Appendix D: Outline Dust Management Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2) has been submitted as part of the Development Consent Order (DCO) application.				
Design Change						
10-42.28	Suggest that existing overhead lines in this section should be removed	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.				
10-42.29	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of the combination of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance withNPSEN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.				
10-42.30	Suggest that the existing overhead lines in this section are reinforced / upgraded instead	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations would be required to accommodate the changing demands on the network.	X		X	
10-42.31	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed.	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line would be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators,				

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		dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual amenity. The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully				

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		compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.				
10-42.32	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale				

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		National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.				
10-42.33	Suggest that the Project is routed away from / the Project should not be located the Wid Valley / Concern about impact of the Project on the Wid Valley	Whilst noting the preference for a route away from the Wid Valley, the reasons for a preference for the current alignment remain, which were to reduce effects on various heritage assets most notably the Grade I Listed Ingatestone Hall and Grade I Listed St Giles Church. In the absence of further evidence National Grid consider the alignment to be consistent with our duties and relevant policies and for this still to be preferred. We have undertaken an Environmental Impact Assessment (EIA) which has assessed the potential impacts of the Project and has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		accompanies the Development Consent Order (DCO) application.				
10-42.34	Suggest that the ditch near the B1800, leading towards Pylon TB135, will need to be piped and bridged to facilitate the installation of the haul road and crossing protection area (plan provided by respondent)	National Grid notes the respondent's feedback. All temporary access and construction requirements, including drain and ditch crossings would be detailed by the Contractor when they survey and finalise their access routes and construction methodology. The particulars of the crossing would also be subject to the anticipated traffic and loads.			X	
10-42.35	Suggest that the Project is rerouted from the Waltham Gap / Waltham Conservation Areas / Chelmer Valley crossing (e.g. to avoid the Ash Tree Corner Site) / Suggest that the Project is routed away from the Chelmer Valley between Pylons TB134 and TB141	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations and landowner consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to re-route from the Waltham gap) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the 2022 Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous	X	X	X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation. National Grid has worked to minimise potential impacts on the historic environment through strategic routeing and siting measures. The results of archaeological fieldwork and heritage assessments, including a review				

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		of known archaeological sites such as the pre-Belgic Iron Age remains identified in the early 1970s, have informed the design process. The Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), provides a detailed assessment of potential effects on both designated and non-designated heritage assets, including those of archaeological interest. Where assets have been assessed as being of medium or high value and within the 250 m study area, their settings and potential for significant effects have been thoroughly considered in accordance with the agreed methodology. The revised alignment represents a considered response to consultation feedback, balancing the need to reduce heritage impacts with other environmental and technical constraints. The potential impact of the Project on heritage assets such as settlement site at Ash Tree Corner and the conservation areas of Great and Little Waltham has been fully assessed and details can be found the Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment Assessment Tables. Other effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				

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10-42.36	Criticism that pylons TB142, TB143 and TB144 run close to Broads Green and that these pylons have not been proposed to be moved in the Targeted Consultation	National Grid has routed and sited the alignment in accordance with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. TB142 to TB144 are proposed to be approximately midway between properties along Lark's Lane, therefore, to move these pylons further away from one property would move them closer to another. To move TB139- TB142 (now TB140- TB144) further north would also move the alignment closer to properties along Chelmsford Road where we are currently crossing at an approximately equal distance between properties. We therefore are not proposing a change to the alignment in this location, and therefore no change was proposed at the targeted consultation.			X	
10-42.37	Request pylon T121 is routed away from respondent's home - it sits circa less than 100 meters from the respondent's home	TB121/TB122 (now TB123/TB124) are currently located approximately midway (noting the junction of Fuller Street and Cole Hill) between properties along Boreham Road / Cole Hill. For these reasons National Grid is not proposing a change to the alignment at this location.			X	
10-42.38	Request 'red-line corridor' is located away from respondent's property - currently takes up 8 meters of their garden including mature trees, landscaping, out-buildings and acoustic fencing worth in excess of £25k	National Grid notes the respondent's feedback. The Order Limits have been amended at this location to avoid the respondent's property.			X	X
10-42.39	Suggest a short run HVAC route through Essex 8 with CSE compound locations positioned in a way to	National Grid has carefully considered the feedback proposing the use of underground cable along the route,		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	not impact views from Langleys, Chelmsford Road or the Great Waltham Conservation Area	the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact				

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		Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Little and Great Waltham would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-42.40	Suggest that National Grid re-examine the options for the line around Chelmsford. Introduction of undergrounding 132kV lines where needed to make way for the Project opens new opportunities for routing which were not fully considered in 202	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations and landowner consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go north of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no	X		X	

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		new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-42.41	Concern the project has not re-sited pylons away from a scheduled monument and place of significant archaeological finds, an alternative route away from the area should have given as an option	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation and landowner consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to re-route from the Waltham gap) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. National Grid has worked to minimise potential impacts on the historic environment through strategic routeing and siting measures. The results of archaeological fieldwork and heritage assessments, including a review of known archaeological sites such as the pre-Belgic Iron Age remains identified in the early 1970s, have informed the design process. The Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), provides a detailed assessment of potential effects on both designated and non-designated heritage assets, including those of archaeological interest. Where assets have been assessed as being of medium or high value and within the 250 m study area, their settings and potential for				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		significant effects have been thoroughly considered in accordance with the agreed methodology. The revised alignment represents a considered response to consultation feedback, balancing the need to reduce heritage impacts with other environmental and technical constraints. The potential impact of the Project on heritage assets such as settlement site at Ash Tree Corner and the conservation areas of Great and Little Waltham has been fully assessed and details can be found the Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment Assessment Tables. Other effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
10-42.42	Suggest the Project uses underground cables near Windmill House	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natura Beauty (AONB))'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Windmill House would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The				

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		LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-42.43	Suggest that the Project should not consider the Deer Park at Langleys when deciding the route (e.g due to impact on Little Walham)	The park and garden fall beyond the Order Limits and no accessibility impact is anticipated. National Grid has worked to minimise potential impacts on the historic environment, including conservation areas such as Little Waltham and its setting, through strategic routeing and siting measures. Statutory consultation feedback and the results of archaeological fieldwork have been used to inform design development to reduce as far as practicable impacts to archaeological remains in this area. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). In addition to the proposals in the outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) the Outline Archaeological Mitigation			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. In response to feedback received during the statutory consultation, including comments from Historic England and other stakeholders, the alignment in this area was revised in March 2025 to reduce impacts on Little Waltham. Low height pylons are now used in this area, following discussions with heritage stakeholders, in order to reduce the visibility and visual impact on nearby designated assets. This design change significantly reduces views of pylons or the proportion of the structure visible from key viewpoints, including from within both conservation areas. Therefore, the overall magnitude of these impacts has been reduced. The assessment concludes that the harm resulting from the revised alignment would be 'less than substantial' in the context of National Policy Statement (NPS) EN-1. The current alignment and design therefore reflect a considered response to consultation feedback and a commitment to minimising impacts on the historic environment.				
10-42.44	Suggest that the Project between the Essex Regiment Way and Pylon TB146 is rerouted to mitigate negative impact (including on heritage assets) / Criticism that the Preliminary Environmental Impact Assessment (PEIR) records 70 permanent	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation and landowner consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to re-route from the			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	negative effects in Section F which is by far the most in any of the eight sections (with 16 of these being significant)	Waltham gap) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. National Grid has worked to minimise potential impacts on the historic environment through strategic routeing and siting measures. The results of archaeological fieldwork and heritage assessments, including a review of known archaeological sites such as the pre-Belgic Iron Age remains identified in the early 1970s, have informed the design process. The Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), provides a detailed assessment of potential effects on both designated and non-designated heritage assets, including those of archaeological interest. Where assets have been assessed as being of medium or high value and within the 250 m study area, their settings and potential for significant effects have been thoroughly considered in accordance with the agreed methodology. The revised alignment represents a considered response to consultation feedback, balancing the need to reduce heritage impacts with other environmental and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		technical constraints. The potential impact of the Project on heritage assets such as settlement site at Ash Tree Corner and the conservation areas of Great and Little Waltham has been fully assessed and details can be found the Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment Assessment Tables. Other effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
10-42.45	Criticism that the Project changes direction four times within 2 km west of Chelmsford Road (e.g. close to protected assets)	Route design aims to achieve as straight and direct alignment as possible. However, route design is also influenced by a range of constraints, environmental features and homes with a balanced decision made between the level of effects to the receptor and consistency with Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. In this case the additional effects to listed buildings from the direction changes are balanced against a need to find a route through with reduced direct and indirect effects. Environmental and other studies have not identified any further information to alter this previous conclusion, and no new evidence is provided by the respondent nor further decision making factors identified therefore no change is proposed. The			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		effects of the Project are assessed in the Environmental Impact Assessment (EIA) and presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects				
10-42.46	Request TB143 is moved closer to Rose Cottage to protect the views of Balls Farmhouse - which is a Grade II listed building	National Grid has routed and sited the alignment in accordance with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. TB141 (now TB143) is proposed to be approximately midway between properties along Lark's Lane, therefore, to move this pylon further away from one property would move the pylon closer to another. To move TB139- TB142 (now TB140- TB144) further north would also move the alignment closer to properties north along Chelmsford Road where we are currently crossing at an approximately equal distance between properties. We therefore are not proposing a change to the alignment (and therefore TB143) in this location. National Grid has worked to minimise potential impacts on the historic environment, including Grade II listed buildings such as Balls Farmhouse and its setting, through strategic routeing and siting measures. Statutory consultation feedback and the results of archaeological			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		fieldwork have been used to inform design development to reduce as far as practicable impacts to archaeological remains in this area. The impacts of the Project on the historic environment are assessed in ES Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES), which forms an integral part of the Environmental Impact Assessment (EIA) for the Project. The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Mitigation measures have been explored to mitigate identified impacts effectively. These actions have been documented and are presented in the ES, Chapter 11: Historic Environment. The approach to assessment and mitigation presented in the ES, Chapter 11: Historic Environment have been discussed and agreed with key heritage stakeholders. Also, the Outline Code of Construction Practice (CoCP) (document reference 7.2) sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project.				

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		At Balls Farmhouse the heritage assessment concluded that there would be a temporary moderate adverse significance of effect on the asset during the construction phase and a permanent moderate adverse significance of effect during operation phase. During the construction phase, the implementation of standard construction mitigation would benefit the historic environment but would not reduce the change in setting enough to reduce the impact. During the operation phase, no operation phase mitigation is proposed as part of the Development Consent Order (DCO) application in this location.				
10-42.47	Suggest the use of underground cables for the Project to the west side of the Waltham pinch point, possibly adjacent to or overlapping the eastern edge of Langely Park to avoid the Ash Tree Corner site (the unsuitability of this pinch point has been recognised by National Grid in their 2024 Design Development Report)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Walthams would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

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10-42.48	Support the 'Alternative Western Route' (from stat con) at Chelmsford as per the Design Development Report / Criticism that that National Grid dismissed the 'Alternative Western Route' due to the cost associated with the longer length, even though this route would reduce the impact on residential and heritage amenity (e.g. listed buildings, archaeology, conservation areas, scheduled ancient monument, listed park and garden)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations and landowner consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go north of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
10-42.49	Suggest moving pylon TB153 closer to TB152 to mitigate the visual impact on the property in Chignal St James (Springwood)	Through routeing and siting, National Grid has sought to reduce as far as practicable potential impacts on the landscape and on views and visual amenity, including careful siting of pylons and screening (both new and existing) to reduce impacts where possible. National Grid notes the respondent's feedback, alternative alignments in this area would either transfer effects to other properties or be longer and less direct which would be less consistent with the Holford Rules (see Appendix I22 of this report); therefore, we are not proposing a change to the locations of TB153 and TB152. A Residential Visual Amenity Assessment (RVAA) has been undertaken for the Project and is presented in the Environmental Statement (ES), Appendix 13.4:			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Residential Visual Amenity Assessment (document reference 6.13.A4). The property at Springwood forms part of assessment group F20, and a medium magnitude of change is identified.				
10-42.50	Request the project uses HDVC Undergrounding for the route which passes through Great Leighs, to mitigate the impact on character landscape features, proximity to dwellings, damage to the setting of area and the arable farmland	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Great Leighs would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-42.51	Request lower height pylons are used in the Great and Little Leighs area to mitigate impact on landscape and the settings of other residential properties close to the route	As set out in the 2025 Design Development Report (document reference 5.15), consideration has been given to the use of low height pylons in circumstances where standard lattice pylons are considered to be inconsistent with policy. These low height design lattice pylons are useful where height is a strong consideration, however they also occupy a greater footprint and have a bulkier and denser profile. They can therefore provide visual benefits in some scenarios, for example where a	X		X	

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		reduction in pylon height means that views of the tops of pylons are screened by intervening woodland. In other scenarios they can increase adverse visual effects, for example where relatively close to visual receptors without intervening filtering vegetation where they are likely to appear more noticeable in views from residential receptors. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA and reported in ES Chapter 13: Landscape and Visual (document reference 6.13). The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people in communities and using public rights of way). Chapter 13 is supported by Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This appendix sets out the assessment for visual receptor areas including F1 Great Leighs and F2 Peverel's Farm which are relevant to this feedback relating to the section of the Project near Great and Little Leighs. Within the Great and Little Leighs area the Project falls within the Glacial Till Plateau Landscape Character Type (LCT). The landscape assessment within Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) contains detail on the assessment of effects of the Project on landscape character.				

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10-42.52	Suggest that Pylon TB141 (previously presented as Pylon TB139) is relocated, from its position as presented in the summer 2024 statutory consultation, to mitigate impact on ancient village site / iron age settlements, which would otherwise be destroyed / Concern about the impact of Pylon TB141 on the remains of ancient settlements at Ash Tree Corner, Little Waltham and Listed Buildings / Suggest that archaeological digging and preservation works will be required in the area around Pylon TB141	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations and landowner consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go north of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great	X	X	X	X

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		Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. National Grid has worked to minimise potential impacts on the historic environment through strategic routeing and siting measures. The results of archaeological fieldwork and heritage assessments, including a review of known archaeological sites such as the pre-Belgic Iron Age remains identified in the early 1970s, have informed the design process. The Environmental Statement (ES), Chapter 11: Historic Environment (document reference 6.11), provides a detailed assessment of potential effects on both designated and non-designated heritage assets, including those of archaeological interest. Where assets have been assessed as being of medium or high value and within the 250 m study area, their settings and potential for				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		significant effects have been thoroughly considered in accordance with the agreed methodology. The revised alignment represents a considered response to consultation feedback, balancing the need to reduce heritage impacts with other environmental and technical constraints. The potential impact of the Project on heritage assets such as settlement site at Ash Tree Corner and the conservation areas of Great and Little Waltham has been fully assessed and details can be found the Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment Assessment Tables. Other effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application.				
10-42.53	Suggest that Pylons TB139, TB140 and TB141 (previously presented as TB137, TB138 and TB139) are moved away from Little Waltham (as from its position as presented in the summer 2024 statutory consultation) (e.g. in particular suggest that Pylon TB140 is moved 300 – 400 metres into or near to the wood where it would be screened from Little Waltham and from the houses on the Chelmsford Road and Chatham Hall Lane) / Concern about the impact of Pylons TB139, TB140 TB141 and TB142	A thorough review of alternative routeing options has been completed which is explained within the Corridor and Preliminary Routeing and Siting Study (CPRSS) and the 2023 and 2024 Design Development Reports (available on the Project website) and the 2025 Design Development Report (document reference 5.15). This has concluded that the alignment between Great Waltham and Little Waltham is preferred. In terms of the specific alignment changes suggested, the change proposed to move 300 m to 400 m into the	X		X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	(previously presented as TB137, TB138 TB139 and TB140) on Little Waltham and Great Waltham (e.g. impact on archaeology; visual impact of Pylon TB137 on the White Hart Pub and Taylor's Park; Pylons TB140, TB141, B142 (previously presented as TB138, TB139 and TB140) are located within Drury's 500 m archaeologically sensitive zone)	wood would move the alignment to a position where it would be within the Grade II registered park and garden at Langleys and would lead to direct loss of some trees. This is considered to be in conflict with the relevant policy in the National Planning Policy Framework as it would be expected to be potentially considered as substantial harm. As such no change is proposed. Pylons south of the river (TB140, TB141 and TB142) have been modified to respond to the feedback. The change is a repositioning of TB140 to the west slightly further away from the river and a change from a low height design to a standard pylon design and the replacement of low height design TB141 and TB142 with a single standard pylon approximately midway between TB141 and TB142 set further back from the road. Low height design pylons to the north are retained to reduce heritage effects. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation that does not consider a technology change.				
10-42.54	Suggest that Pylons TB140 and TB141 (previously presented as TB138 and TB139) are shortened to 35m or less to minimise the impact on Little Waltham village, from their design and position as presented in the summer 2024 statutory consultation (like TB137, TB138 and TB139 (previously presented as	The respondent may have misunderstood the most recent plans in the 2025 targeted consultations because pylons TB140 and TB141 were of a low height design. Whilst their particular positioning allowed the height to be kept down, they were not as low as 35 m.	X		X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	TB135, TB136 and TB137) were proposed in the summer 2024 statutory consultation)	In response to feedback however the pylons south of the river (TB140, TB141 and TB142) have been modified. The change is a repositioning of TB140 to the west slightly further away from the river and a change from a low height design to a standard pylon design and the replacement of low height design TB141 and TB142 with a single standard pylon approximately mid-way between TB141 and TB142 set further back from the road. The main reason for considering the change of pylon type to a low height design was to reduce the visibility of pylons from the Grade I Listed Langleys house, in particular from the rear of the house down a designed avenue and reduce effects on the Grade II registered park and garden. Whilst noting that the effects arising from an overhead line using standard lattice pylons on heritage assets comprise less than substantial harm, it was noted that for the Grade II registered park and garden at Langleys the effects that could overall be considered to be in the higher range of less than substantial harm. With the use of low height lattice pylons the effects were reduced into lower range of less than substantial harm. When considering lower height pylons, whilst as noted above they can bring some advantages they also bring disadvantages particularly in close views resulting from their generally bulkier and more dense profile. In this case feedback from residential property occupants alongside Chelmsford Road and also feedback about the proximity of the pylon to the south of Chelmsford				

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		Road from those travelling along the road presented a preference for pylons set further back from the road and further from the residential property. This can only be achieved by the use of standard height lattice pylons allowing one pylon to be removed with slight realignment as noted above. Overall, there is no ecology reason in policy terms, to trigger the need to change the route from the 2024 preferred draft alignment nor adopt a different pylon design. Overall whilst there is no positive benefit in landscape and visual terms, the weight in policy terms given to heritage assets leads to a conclusion that the use of a section of low height pylons is preferred for the north of the river which includes. This includes TB138 from the statutory consultation. Feedback also leads to the conclusion that pylons south of the river including TB139 from the statutory consultation are more appropriate as standard lattice to reduce visual effects for those in nearby properties and travelling between the villages.				
10-42.55	Suggest the following changes to the Project / Criticism that National Grid have not considered the following changes: a. Haul road - put on existing farm tracks b. Draft order area - some changes to widen it c. Pylon positioning - put on edges of fields not in the middle of the farm d. Access points - across the haul road to enable	National Grid notes the respondent's feedback. All changes requested were requested at statutory consultation and have been considered by the Project team and have been responded to within this report. National Grid has carefully considered the alternative routes proposed and acknowledges some improved compliance with some aspects of the Holford Rules in some cases but has also identified aspects where there			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	entry to respondents house, offices and farming land e. Health & Safety - during construction to respondents tenants and employees f. Proposed new route - suggested a new route west of Writtle Road g. Go underground h. Local visual eyesore for miles around as one of the highest points in Essex	is reduced compliance for those routes. A summary of the Holford Rules is provided within Appendix I22 of this report. Most notably and through discussion with Natural England are the potential effects on ancient woodland. Whilst noting that some parts have been coppiced, the advice received is that more regular coppicing (as required to maintain clearances) would be incompatible with the retention of the habitat as ancient woodland through change of regime. Further detail on the reasons are set out in the Design Development Report (DDR) published in 2023 (paragraph 5.5.129) and in the DDR published in 2024 (paragraph 5.4.196) (available on the Project website). In light of the feedback from Natural England there was no justification for completing surveys on an alternative route that was not able to be taken forwards. On the other points we have to balance the potential for effects on a range of factors. In this case the route is approximately mid-way between properties and a change around TB175 to TB176 to follow field boundaries would position the line much closer to a number of residential properties potentially oversailing gardens with increased vegetation loss and the pylons would still be within fields slightly away from the field edge to avoid construction works within gardens if possible. This may actually lead to increased effects on farming compared with a more midfield position. Temporary construction access is routed in the main along the alignment and usually set back from				

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		hedgelines to protect any tree root zones, as otherwise route length and effects are increased by the need for additional spurs out to pylon works locations. Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of businesses. The Development Consent Order (DCO) application is accompanied by an Environmental Statement (ES) prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment, resulting from the construction and operation of the Scheme and recommends appropriate mitigation to reduce effects. ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on businesses (e.g. Furness Farm House) where visual impact would be an economic concern as a result of the Project within the study area. As part of the assessment, a range of measures are considered throughout the construction phase of the Project to reduce, where practicable, disruption on businesses. These include: traffic management, signage and routing measures to ensure access or partial access could be maintained where feasible. These are identified within the ES, Chapter 15: Socio-economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). A landscape and visual impact assessment (LVIA) has been undertaken as part of the EIA and reported in ES Chapter 13: Landscape and Visual (document reference 6.13). The LVIA sets out the potential landscape and visual effects, which includes consideration of visual amenity of visual receptor areas (including, for example, people in communities and using public rights of way). Chapter 13 is supported by Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This appendix sets out the assessment for visual receptor areas including F9 Edney Common and F10 Hylands Park which are relevant to this feedback relating to the section of the Project near Margaretting. Within this area the Project falls within the Brentwood Hills Landscape Character Area (LCA). The landscape assessment within Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) contains detail on the assessment of effects of the Project on landscape character. Any landscape softening that does not remove or reduce a significant residual effect but seeks to off-set the effect is classed as landscape compensation. Such landscape compensation measures (e.g. creating or enhancing natural landscape features outside of the Order Limits) are considered in relation to the mitigation hierarchy but there is no requirement under policy to compensate for				

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		all residual effects. The residual effects that remain following the application of the mitigation hierarchy and any compensation provided then falls to the Planning Balance. ES Chapter 6: Agriculture and Soils (document reference 6.6) presents an assessment on the potential impacts on agricultural landholdings (e.g. Furness Farm), where potential effects on agricultural operations include disturbance (where livestock are present), fragmentation, access restrictions or disruption to water supplies or land drainage. The Outline Code of Construction Practice (CoCP) (document reference 7.2) sets out the commitments to minimise the effects on agricultural landholdings, including maintaining access throughout construction. Potential effects on land drainage and water environment features are covered in ES Chapter 12: Hydrology and Land Drainage (document reference 6.12). Security is a key consideration in the planning and delivery of the Project. All construction sites will be subject to site-specific security assessments, and proportionate measures will be implemented to deter unauthorised access and theft. Where works require the temporary removal or alteration of existing gates, fences or other boundary features, arrangements will be made to maintain appropriate site security for the duration of the works. This may include temporary fencing, secure				

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		gates, or other agreed measures to ensure the property remains protected. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for				

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		widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the respondent's farm would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-42.56	Suggest the use of underground cables for the Project at the Chelmer Valley Crossing (Stat Con - CH371)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Chelmer Valley crossing would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual				

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		(document reference 6.13) and this has identified any need for additional mitigation.				
10-42.57	Request that the construction compound and construction laydown area be sited a minimum of 15 metres away from James's Spring Local Wildlife Site and ancient woodland, with a minimum buffer of 15 metres maintained throughout the development period	The construction laydown area is located approximately 40 m from James's Spring Local Wildlife Site (LWS) and ancient woodland at its closest point. Fencing will be installed around the laydown area to ensure no accidental encroachment closer to the LWS during construction. The Outline Code of Construction Practice (CoCP) (document reference 7.2) includes NG's commitment to maintaining a 15 m buffer from ancient woodlands wherever practicable. These measures will ensure no detrimental impact on the LWS or ancient woodland as a result of the Project.		X	X	
10-42.58	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report (document reference 5.15), published as part of the Development Consent Order (DCO) application.	X		X	
10-42.59	Suggestion that the Project is routed away from / the Project should not be located at Broads Green	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Broads Green. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Broads Green.				
10-42.60	Suggestion that the Project is routed away from / the Project should not be located at Little Waltham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Little Waltham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Little Waltham.	X		X	
10-42.61	Suggestion that the Project is routed away from / the Project should not be located at Margaretting	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Margaretting. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		"Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Margaretting.				
10-42.62	Suggestion that the Project is routed away from / the Project should not be located at Writtle	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Writtle. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Writtle.	X		X	
10-42.63	Suggestion that the Project is routed away from / the Project should not be located at Broomfield	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Broomfield. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Broomfield.				
10-42.64	Suggestion that the Project is routed away from / the Project should not be located at Great Waltham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great Waltham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Great Waltham.	X		X	
10-42.65	Suggestion that the Project is routed away from / the Project should not be located at Minnow End	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Minnow End. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Minnow End.				
Economic / Employment Impact						
10-42.66	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.	X		X	

Environmental Impact						
10-42.67	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied wherever practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An Ancient Woodland and Veteran Tree Strategy is included as part of the Outline Landscape and Ecological Management Plan (LEMP) (see Appendix B of the Outline LEMP (document reference 7.4)). The Outline LEMP (document reference 7.4) has been developed in consultation with relevant stakeholders including Natural England and local planning authorities.		X	X	
10-42.68	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as local wildlife sites (LWS), Royal Society for the Protection of Birds (RSPB) reserves and Special Protection Area (SPA's). Whist there are no impacts on RSPB reserves, potential direct and indirect impacts on LWS's and SPA's within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). SPA's and the associated impact on birds has also been considered within the Habitats Regulations Assessment (HRA) (document reference 5.3).	X		X	

10-42.69	Concern that the Project will result in a negative impact on the environment / countryside generally (no details given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with	X	X	X	

		environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				
10-42.70	Concern that the Project will impact conservation area	The potential for the Project to affect the setting and significance of Conservation Areas has been comprehensively assessed in accordance with established best practice and guidance such as Good Practice Advice Note 3: The Setting of Heritage Assets (Historic England, 2017) and other relevant policy and guidance such as Conservation Principles (Historic England, 2008) and relevant planning policies including the Overarching National Policy Statement for Energy (EN-1). The assessment methodology and its application have been discussed with and agreed by key heritage stakeholders, including Historic England and relevant local planning authorities, through the Scoping process and subsequent thematic working group meetings. This collaborative approach has ensured that the assessment is robust, proportionate, and in line with expectations. Each Conservation Area potentially affected by the Project has been individually assessed for both direct and indirect effects, including impacts arising from change to setting. These assessments are presented in ES Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11), supported by detailed mapping and analysis in the Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The methodology considers all relevant aspects of significance, including historical, architectural, and evidential values, as well as the contribution of setting to that significance. Where adverse effects on the setting of Conservation Areas have been identified, the Project has sought to	X	X	X	

		reduce these through route refinement and design evolution. This includes, where appropriate, adjustments to pylon locations, alignment shifts, and the development of mitigation proposals in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). We are therefore confident that the assessment of impacts on Conservation Areas has been carried out to a high standard and that appropriate measures have been taken to mitigate any identified adverse effects.				
10-42.71	Concern about the impact of the Project on flooding	A detailed Flood Risk Assessment (FRA) has been prepared (document reference 7.9). The FRA assesses flood risk to the Project and the impacts that the Project's construction and operation would have on flood risk from a wide range of sources. The assessment has been informed by a wide range of data sets, including the January and March 2025 data from the Environment Agency, and by engaging with the Environment Agency and all of the relevant Lead Local Flood Authorities and Drainage Boards. The FRA has identified a range of controls and mitigation measures to prevent flood risk impacts, which have been secured through a range of commitments set out in the Outline Code of Construction Practice (document reference 7.2). The FRA (document reference 7.9) also describes the measures and strategy that would be put in place to manage surface water runoff arising from Project construction worksites and operational infrastructure.	X	X	X	
10-42.72	Concern for the permanent significant impacts identified at this location, affecting any Conservation Area or Registered Parks and Gardens, as it is the only location on the entire 184 km route where such impacts are identified	National Grid has sought to reduce, as far as practicable, impacts on the environment through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the project. We have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities)		X	X	

	throughout the development of the Project design and environmental assessment work. National Grid acknowledges the concern regarding the permanent significant effects identified in the Chelmsford area, notably in relation to designated heritage assets such as Conservation Areas and Registered Parks and Gardens. These effects have been carefully considered through the assessment process in line with established methodology, which has been developed in accordance with relevant policy and guidance, including the National Planning Policy Framework and the Overarching National Policy Statement for Energy (EN-1). Our assessment is supported by a programme of field surveys, including geophysical and archaeological trial trenching, and appropriate mitigation measures are detailed in Table 6.1 of the Environmental Statement (ES) and in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). We are confident that the methodology applied is robust, proportionate, and has given appropriate weight to the potential impacts of the Project. Details of this assessment can be found in the Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2). This methodology has been subject to consultation and agreement with stakeholders during regular archaeological and heritage meetings. In addition, a Landscape and Visual Impact Assessment (LVIA) has been carried out as part of the ES and reported in Chapter 13: Landscape and Visual (document reference 6.13). Conservation areas and registered parks and gardens are identified as part of baseline studies and taken into consideration when establishing the level and significance of landscape and visual effects. The approach to the LVIA follows				

		professional guidance as set out in Appendix 6.13: Landscape and Visual Methodology (Document Reference 6.13.A1), which includes the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3).				
Financial Compensation						
10-42.73	Concern that the Project will devalue property / impact on property value in this section	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	X		X	
10-42.74	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code.		X	X	

		If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
10-42.75	Request that National Grid purchase respondent's property / business	National Grid is not required to purchase any properties or businesses as part of the Project. National Grid compensates landowners in line with the compensation code and any other relevant legislation.			X	

Health, Safety and Wellbeing						
10-42.76	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are	X	X	X	

		incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.				
10-42.77	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the EMF compliance report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and looks to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid have followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.	X	X	X	

Heritage						
10-42.78	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).	X		X	
10-42.79	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the	X	X	X	

		historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). In some areas archaeological trial trench evaluation has been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques. and to take their views into account during Project development.				
10-42.80	Concern about the impact of the Project on Protected Lanes	The potential impact of the Project on Protected Lanes has been carefully considered throughout the routeing and siting process. National Grid has actively sought to reduce the impact on the historic environment, including Protected Lanes, as part of its commitment to preserving the cultural and historic character of the landscape. The assessment of effects on Protected Lanes, where relevant as heritage assets or contributing to the setting of other designated or non-designated assets, has been	X	X	X	

		undertaken in accordance with established best practice and guidance such as Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (2017) and national and local planning policies. The impacts of the Project on the historic environment are set out in Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11), which includes an evaluation of potential physical impacts as well as impacts resulting from changes to setting. The assessment is informed by baseline data and site-specific investigations, including walkover surveys, geophysical survey results, and trial trenching where appropriate. In addition, management measures to minimise and mitigate impacts during construction and operation phases are detailed in Table 6.1 of the Environmental Statement and in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). These documents outline the approach to managing risks to heritage assets, including Protected Lanes, and reflect a commitment to adopting proportionate and appropriate mitigation based on the nature and sensitivity of the asset. We are therefore confident that Protected Lanes have been appropriately considered within a robust and proportionate heritage assessment, supported by consultation with relevant stakeholders and in accordance with national guidance.				
10-42.81	Request that the two Waltham villages, Langleys, the woodlands, farmland and ancient monument are considered as one historic landscape and not in a piecemeal fashion	The methodology and approach used for the assessment of heritage assets, including the criteria for scoping in or out assets for detailed consideration, have been discussed and agreed with relevant stakeholders, including Historic England and local planning authorities, through formal scoping and ongoing engagement via thematic working group meetings. The assessment has been undertaken in accordance with established guidance, including the Design Manual for Roads and			X	

		Bridges (DMRB) LA 104 Environmental Assessment and Monitoring and LA 106 Cultural Heritage Assessment (National Highways, 2020), and informed by Historic England's Conservation Principles (2008), the Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (International Council on Monuments and Site (ICOMOS), 2011), and the Guidance and Toolkit for Impact Assessment in a World Heritage Context (United National Educational, Scientific and Cultural Organisation (UNESCO), International Centre for the Study of the Preservation and Restoration of Cultural Property (ICCROM), ICOMOS, International Union for Conservation of Nature (IUCN), 2022). This methodology was agreed as part of the Preliminary Environmental Information Report (PEIR) and remains consistent throughout the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). The assessment has drawn upon a robust evidence base, including historical and archaeological records, site visits, and professional judgment. National Grid are therefore confident in the appropriateness and robustness of the approach used to assess the value and significance of the heritage assets affected by the Project.				
Mitigation						
10-42.82	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation (and maintenance) of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in	X	X	X	

		relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).				
Primary Access Routes / Haul Road / Construction Compounds						
10-42.83	Concern that bridge strengthening works at F7 will impact access to pylons 186 to 201	National Grid has engaged with the bridge asset owner, Network Rail. As part of our assessment we have considered the worst case scenario in terms of vehicles accessing the bridge. Appropriate mitigations have been agreed in principle with Network Rail conditional on a further condition survey prior to use, ensuring the appropriate safe use of the bridge for access during construction. The discussions and studies to date do not reveal a need to strengthen the asset. This will be kept under review.		X	X	
Public Rights of Way (PRoW)						
10-42.84	Concern about negative impact on PRoW / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback	X	X	X	

		and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.				
Requests						
10-42.85	Request for further impact surveys in this section	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the	X	X	X	

		environment, including commitments to undertake further surveys.				
Tourism						
10-42.86	Concern about impact of the Project on tourism	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	X		X	
Visual Impact						
10-42.87	Concern about cumulative visual impact of the Project alongside existing overhead lines / concern about wirescape	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Network to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable and also to remove some sections of 132 kV overhead line to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as	X		X	

		existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in Chapter 13. The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects Assessment (document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.				
10-42.88	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSECs and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary.	X	X	X	

		Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable. The proposed East Anglia Connection Node (EACN) substation is required to connect customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity. Landscape mitigation is proposed within Environmental Areas around substations and CSE compounds. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
10-42.89	Criticism of the assessment of the visual impact of the 'Alternative Western Route' at Chelmsford	The Design Development Reports (2023 and 2024) can be found on the Project website and the 2025 Design Development Report (document reference 5.15) submitted as part of the Development Consent Order (DCO) application have all considered this alternative and set out the main reasons for decision making. As	X		X	

		such, they do not provide detail on all environmental topics nor in the depth set out in the Environmental Statement (document reference Volume 6: Environmental Statement). In this case the 2024 Design Development Report identified that a change to the western alternative would not mean that the visual effects of the Project disappear but would be transferred, to at least some degree, to other visual receptors. The 2024 Design Development Report at paragraph 5.4.185 notes the western alternative would have a beneficial effect on residential amenity but also that on balance and due to other factors, the change is not taken forwards. Whilst the respondent may have a different perception of the visual impact (though the detail of this is not specified) we do not consider, even if there was a greater beneficial change, that this would outweigh the other factors counting against the western alternative.				
10-42.90	Criticism of National Grid's claim (within the 2024 Design Development Report) that the bypass and the screening from trees would reduce potential effects on Little Waltham	Paragraph 5.4.182 of the 2024 Design Development Report (found on the Project website) notes that the 2023 preferred draft alignment routes between conservation areas and past the eastern edge of the Langleys Registered Park and Garden, though screening by the bypass and from trees would reduce potential effects on Little Waltham. In addition, the trees in the extensive parkland would provide filtering of views at Great Waltham and to direct views from the Grade I Listed Langleys. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out the potential landscape and visual effects, including consideration of visual amenity of people in and around settlements such as Little Waltham and Great Waltham, and also impacts on landscape character. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). The assessment notes that existing vegetation along the eastern edge of	X		X	

		Langleys registered park and garden, and existing vegetation along field and road boundaries to the west of Little Waltham would provide some filtering of views towards the Project. Significant visual effects are identified during construction and operation for people in Visual Receptor Area (VRA) F4 Little Waltham.				
10-42.91	Criticism of National Grid's argument that trees will mitigate the impact (e.g. by offering a permanent and reliable barrier) of the Project on Little Waltham and Great Waltham	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. Paragraph 5.4.182 of the 2024 Design Development Report (found on the Project website) notes that 'The 2023 preferred draft alignment routes between conservation areas and past the eastern edge of the Langleys Registered Park and Garden, though screening by the bypass and from trees would reduce potential effects on Little Waltham. In addition, the trees in the extensive parkland would provide filtering of views at Great Waltham and to direct views from the Grade I Listed Langleys.' A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the EIA. The LVIA sets out the potential landscape and visual effects, including consideration of visual amenity of people in and around settlements such as Little Waltham and Great Waltham, and also impacts on landscape character. The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13). The assessment notes that existing vegetation along the eastern edge of Langleys registered park and garden, and existing vegetation	X		X	X

	along field and road boundaries to the west of Little Waltham would provide some filtering of views towards the Project. Significant visual effects are identified during construction and operation for people in Visual Receptor Area (VRA) F4 Little Waltham. Whilst National Grid does not have direct control of the existing vegetation that would provide the screening mentioned above, much of the vegetation lies within the conservation areas of Little Waltham and Great Waltham, and within the Langleys registered park and garden, both of which afford greater protection to trees and vegetation. National Grid has worked to minimise potential impacts on the historic environment, including conservation areas such as Little Waltham and Great Waltham as well as their setting, through strategic routeing and siting measures. Statutory consultation feedback and the results of archaeological fieldwork have been used to inform design development to reduce as far as practicable impacts to archaeological remains in this area. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) the Outline Archaeological Mitigation Strategy and Outline				

		Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. In response to feedback received during the statutory consultation, including comments from Historic England and other stakeholders, the alignment in this area was revised in March 2025 to reduce impacts on Little Waltham. Low height pylons are now used in this area, following discussions with heritage stakeholders, in order to reduce the visibility and visual impact on nearby designated assets. This design change significantly reduces views of pylons or the proportion of the structure visible from key viewpoints, including from within both conservation areas. Therefore, the overall magnitude of these impacts has been reduced. The assessment concludes that the harm resulting from the revised alignment is 'less than substantial' in the context of National Policy Statement (NPS) EN-1. Any remaining harm has been, and continues to be, weighed against the wider public benefits of the Project in accordance with national planning policy. The alignment and design therefore reflect a considered response to consultation feedback and a commitment to minimising impacts on the historic environment.				
Wildlife / Ecology Impact						
10-42.92	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2025 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations	X		X	

		Assessment (HRA) (document reference 5.3) and agreed with Natural England. Survey results have identified no areas of significant bird collision risk across the Project. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4) accompanying the Development Consent Order (DCO) application.				
10-42.93	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2025 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and	X	X	X	

		Ecological Management Plan (LEMP) (document reference 7.4).				
10-42.94	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2025 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	X	X	X	
10-42.95	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: ‘There is little evidence that exposure of crops, farm	X		X	

		animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.' Beehives can become charged if directly under an overhead line because of the electric field it produces. For existing overhead lines, this can be eliminated by screening or earthing the hive, but for new overhead lines, embedded design measures and careful routeing would avoid any potential effects. There does not seem to be evidence of EMFs adversely affecting bees directly. In the United States of America, the strip of land along power lines has been shown to be particularly attractive to bees, with these areas being utilised by commercial bee farms. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived.				
10-42.96	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes protected plants, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document	X	X	X	

		reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid have committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
10-42.97	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES),	X		X	

		Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.				
10-42.98	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact	X	X	X	

		Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2025 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% Biodiversity Net Gain (BNG) with environmental and societal benefits. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				
10-42.99	Concern that the Project will impact trees covered by Tree Preservation Orders / Tree Protection Orders	The Project has carefully considered the impact on trees covered by Tree Preservation Orders (TPOs). The Environmental Statement Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) provides details of the TPOs impacted by the scheme together with Schedule 14: Trees Subject to TPOs of the draft Development Consent Order. Arboricultural mitigation measures including trees with TPOs are set out within the Outline Code of Construction Practice (CoCP) (document reference 7.2)		X	X	

	and in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). The Arboricultural Clerk of Works will monitor works conducted by a suitably qualified and experienced arborist to trees / within proximity to all retained trees, including trees under Tree Preservation Orders and veteran trees, to ensure relevant control measures are in place to protect retained trees. National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The Project will prioritise the replanting for individual trees and small groups of individual trees within the Order Limits, offsite provision may however be required. Details of the onsite tree planting will be provided in accordance with the final LEMP or the Reinstatement Planting Plan secured in the draft DCO (document reference 3.1).				

Essex 7 Change feedback (Targeted Consultation)

Table 10-43 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
10-43.1	Criticism of consultation materials on this change (Essex 7)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document which included a section on 'Landscape and Visual' changes compared to our proposals at statutory consultation. These were sent to properties within the bespoke consultation zone for the relevant change. More information on how we defined the consultation zones is available in this Consultation Report. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the targeted consultations was considered proportionate to the changes being consulted upon. We believe that all the relevant information required for the public to make informed decisions was available and do not believe that this impacted the feedback we received.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-43.2	Request that a review be undertaken of the alternative alignment to assess Public Health impacts within Essex 7	For each of the targeted consultations, including Essex 7, an Environmental Implications of Change document was prepared which compared the changes to our proposals at statutory consultation for each environmental topic, including health and wellbeing. The assessment for health and wellbeing concluded that, for the alternative alignment proposed, there would be no change to the type or significance of health and wellbeing effects, when compared to the design and Preliminary Environmental Information Report (PEIR) presented at statutory consultation.		X	X	
10-43.3	Request within Essex 7, that consideration be given to any interaction between pylons TB130 to TB132 and Phase 2 of the Chelmsford Northeast Bypass, which has planning permission	National Grid notes the respondent's feedback, and we can confirm that we have designed the pylon locations and conductor electrical clearances to account for the Chelmsford Northeast Bypass. Coordination between the two projects would be required during construction phases, should they overlap, to safely facilitate delivery of both projects. With this in mind we have shown within the Order Limits an additional area of land from which temporary access for construction can be taken for Norwich to Tilbury from the new roundabout created by the Chelmsford Northeast Bypass should that project be developed first.		X	X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change						
10-43.4	Oppose the proposed change - Essex 7 (generally)	National Grid notes the respondent's feedback.		X	X	
10-43.5	Support the proposed change - Essex 7 (generally)	National Grid notes the respondent's feedback.			X	
10-43.6	Oppose the proposed Essex 7 alignment, instead, suggest that the original route is maintained, without any eastward deviation to prevent significant and unacceptable impacts on heritage assets and property values at Long Lane	National Grid notes the respondent's feedback that the original route is preferred over the potential alignment should mineral resource abstraction plans come to fruition. Minerals resources have to be abstracted where they are found. In this case the potential to reposition the pylons to reduce the extent of minerals sterilisation is a reasonable response and coincides, to at least some extent, with expected stand offs from other features (including ancient woodland). The pylons may be relocated, and this may increase effects experienced at some residential properties and listed buildings, though much of this is a transfer from other properties that see a broadly equivalent reduction in effect. The effects are reported in the Environmental Statement (document reference Volume 6: Environmental Statement).			X	
10-43.7	Request alternative options for accessing H30-A2, including using the existing A12 slip road and Writtle Road instead of routing through Margretting and Ivy Barns Lane	Following comments received at consultation, including feedback from the Local Highway Authority, National Grid has reviewed this proposed Primary Access Route (PAR). Our assessments take into account the preferable traffic and transport perspective which is to use the full junction on the A12 at J15, thus routing though Margaretting.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		This route would be the worst-case scenario and has the greatest number of sensitive receptors. We have assessed this option to ensure it is feasible if the slip road off existing A12 J14 (which has reduced receptors) is inaccessible. The option to use J14 slip road will remain. Access from Ivy Barns Lane is preferred over Writtle Road because Ivy Barns Lane directly intersects the haul road whereas Writtle Road is located over half a kilometer away and would require and additional haul road to connect the public highway and the haul together, impacting more landowners.				
Environmental Impact						
10-43.8	Concern that the Project will result in increased flood risk around the respondents' properties at Long Lane due to disruption to natural and engineered field drainage, if Essex 7 change is adopted	Where the Project interacts with existing field drainage systems, such as those at Long Lane, commitment AS05 within the Outline Code of Construction Practice (CoCP) (document reference 7.2) details that engagement with affected landowners would be carried out to investigate the current extent of land drainage. A scheme of pre-construction land drainage would be designed with the intent of maintaining the efficiency of the existing known land drainage systems and to assist in maintaining the integrity of the working area during construction. The Main Works Contractor(s) would also ensure any land drains, within the Order Limits, affected as a result of the Project, would be reinstated to their former condition, where agreed with the landowner. Any			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		installed pre-construction land drainage to replace existing land drains affected by permanent infrastructure, as well as any drainage improvements resulting from the Project, would be retained. This would ensure that any temporary disruption is managed and that there would be no increase to flood risk.				

Essex 8 Change feedback (Targeted Consultation)

Table 10-44 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
10-44.3	Criticism of consultation materials on this change (Essex 8)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document which included information on ecological and environmental impacts of the change. These were sent to properties within the bespoke consultation zone for the relevant change. More information on how we defined the consultation zones is available in this Consultation Report (document reference 5.1). We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the targeted consultations was considered proportionate to the changes being consulted upon. We believe that all the relevant information required for the public to make informed decisions was available and do not believe that this impacted the feedback we received. The information in the consultation leaflet for Essex 8 stated: '*We are proposing to use lower height pylons*		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		between TB136 to TB142' to reflect that all pylons in this line have been included as part of the proposed change. Alternative technologies, such as low height pylons, were presented at Essex 8 due to the nature of the landscape and feedback we received at statutory consultation and would not be suitable for use throughout the proposed route, where standard lattice pylons are considered to be more appropriate.				
10-44.26	Criticism that the lack of consultation on undergrounding the Chelmer Valley crossing or using subsea cables is contrary to National Policy Statement EN-5 para 2.9.14	There is no fully offshore solution to connect offshore wind to the Grid. We have to bring the power onshore somewhere. National Grid's job is to carefully consider the most feasible options and present proposals for public consultation, which go as far as possible to address impacts on local communities and the environment and also deliver for electricity consumers. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Outstanding Natural Beauty (AONB))'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Chelmer Valley crossing would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference 6.13) and this has identified any need for additional mitigation.				
10-44.32	Request that an in-depth review and balancing exercise be undertaken to assess the impact of proposing full or lower height pylons (respondent is opposed to the Essex 8 change; e.g. on the historic environment, public health, visual impact). With this, request further review of the type, spacing and nature of the pylons, and suggest that where harm is unavoidable, mitigation and heritage compensatory measures including funding should be delivered	Request that an in-depth review and balancing exercise be undertaken to assess the impact of proposing full or lower height pylons (respondent is opposed to the Essex 8 change, e.g. on the historic environment, public health, visual impact). With this, request further review of the type, spacing and nature of the pylons, and suggest that where harm is unavoidable, mitigation and heritage compensatory measures including funding should be delivered. We have considered pylon type and localised alignment variations responding to feedback from Historic England and other stakeholders. This includes the stakeholder feedback in this case opposed to the Essex 8 change. We do consider that a low height lattice pylon will be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the Grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting. To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as		X	X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford Road and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, will progress using the defined LoD with the use of two standard pylons between TB143 and the river with four low height pylons to the north of the river in place of three low height pylons shown on the works plans. This revised alignment and reversion to conventional lattice pylons south of the River Chelmer but retention of 4 low height lattice pylons north of the river represents a considered response to consultation feedback, balancing the need to reduce heritage impacts with other environmental and technical constraints. The potential impact of the Project on heritage assets such as settlement site at Ash Tree Corner and the conservation areas of Great and Little Waltham has been fully assessed and details can be found the ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.2: Historic Environment Assessment Tables (document reference 6.11.A2).				
10-44.33	Suggest that Pylon TB141 is relocated away from Windmill House (e.g. to reduce visual and heritage impact)	In response to feedback and subject to confirming certain technical aspects three low height pylons south of the river (as shown on the works plans) are expected to be replaced by two standard pylons. This moves the nearest pylon (TB141) further from Windmill House than presented in the 2025 targeted consultation.		X	X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change						
10-44.1	Oppose the proposed change - Essex 8 (generally)	National Grid notes the respondent's feedback.	X		X	
10-44.2	Support the proposed change - Essex 8 (generally)	National Grid notes the respondent's feedback.		X	X	
10-44.4	Criticism that the use of low height pylons between the Waltham is insufficient / Suggest that underground cables are used to mitigate the impact of the Project on the Walthams (e.g. to mitigate impact on conservation areas, heritage assets, archaeological remains, ecology, residential amenity, the landscape, etc)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Walthams would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. In addition, a separate assessment of effects on residential visual amenity is presented in ES Appendix 13.4: Residential Visual Amenity Assessment (RVAA) (document reference 6.13.A4). This describes the change in views likely to be experienced by residents at the closest residential properties to the permanent overground above ground elements of the Project (within approximately 200 m). Use of underground cables as an alternative to low height pylons would have				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		a greater impact on ecological features within and around the Walthams. Installation of underground cables requires up to 120 m swathe of impact on vegetation and associated protected species. National Grid, through the routing and siting exercise, has sought to reduce the impact on the historic environment, including the designated assets in this area. All designated assets within 2 km of the Order Limits are considered in the Historic Environment Assessment for the Project. The impacts of the Project on the historic environment are assessed in ES Chapter 11: Historic Environment (document reference 6.11). The assessment considers the potential impact on designated assets and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of designated assets is supported by setting surveys, as documented in the ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. The assessment of Waltham Conservation Areas and associated listed buildings concludes a not significant effect during construction and operation. The assessment of Langleys registered park and garden concludes a significant effect during construction and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		operation due to pylon TB136 being included within a prescribed view from the asset. No additional mitigation measures are proposed as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. The use of underground cables as an alternative to low height pylons would have a greater impact on archaeological remains within and around the Walthams. Installation of underground cables requires up to 120 m swathe of impact on below ground archaeological assets, rather than the more limited footprint of the pylons and associated haul road.				
10-44.5	Suggest the Project is moved 200 m down Larks Lane to a location where there are no properties (e.g. to mitigate impact on residents)	National Grid notes the respondent's feedback. The alignment crosses Larks Lane at approximately midway between properties, (we are unsure at what location on Larks Lane the respondent is referring to that has no properties). Therefore moving the alignment 200 m further down the road would transfer effects to some properties over others. We are therefore not proposing a change to the alignment at this location.			X	
10-44.6	Oppose the proposals to relocate pylons closer to Little Waltham and its conservation area in order to improve the views from Langleys House and Garden	The small adjustment in alignment close to Little Waltham has been made in response to the identification of veteran trees and protected species interests. The alignment was not changed to improve the views from Langleys House and Gardens, nor as a consequence of heritage effects, albeit the heritage effects are a key factor in the change to the use of low			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		height pylons to the north of the River Chelmer in this area.				
10-44.7	Suggest that the Alternative Route west of Great Waltham (shown in the Design Development Reports 2024 and 2025) is adopted (e.g. due to significantly lower adverse impact on both residential development and on the various sites of heritage value in the locality)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation and landowner consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to adopt the alternative route to the west of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the 2022 Corridor and Preliminary Routing and Siting Study (CPRSS), the 2023 and 2024 Design Development Report's which can be found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid sets out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past to the west of Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
10-44.8	Suggest the Project is routed north and west of Great Waltham, through the largely open arable land between Great Waltham and Pleshey (Figure 1) (e.g. to reduce impact on densely populated residential areas of Great and Little Waltham, the conservation area and numerous listed buildings including the respondents properties, to comply with Holford Rules to mitigate significant impacts at an additional cost) / Criticism that this route has not	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation and landowner consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go north and west of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	been pursued due to the presence of the Wilderness Foundation charity, and that this consideration is disproportionate due to the possibility for relocation of the charity, where permanent heritage assets and residential receptors should take precedence	2022 Corridor and Preliminary Routing and Siting Study (CPRSS) and in the 2023 and 2024 Design Development Report's, which can be found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. We have previously noted the presence of the Wilderness school as a factor in decision making though have not indicated this to be a determinative factor. We				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would reiterate that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
10-44.9	Suggest that T-pylons are used for Pylons TB135 to TB142 (e.g. to reduce visual impact, reduce vegetation loss, and reduce impact on farming activities)	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		lattice design and after considering the benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report (available on the Project website)) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.				
10-44.10	Suggest that Pylons TB140 to TB143 are relocated away from respondents Grade III listed building (Figure 2)	National Grid has routed and sited the alignment in accordance with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. The impacts of the Project on the historic			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		environment are assessed in ES Chapter 11: Historic Environment (document reference 6.11). The assessment considers the potential impact on designated assets and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of designated assets is supported by setting surveys, as documented in the ES Appendix 11.1 Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. The pylons in this section have been carefully sited to as far as possible be midway between residential properties, some of which are listed buildings. The angle pylon close to this property is partly screened by farm buildings and moving it would transfer effects to other residential property with marginal change in heritage effects given the limited change possible. Moving the alignment of these pylons north would also move the alignment closer to properties north along Chelmsford Road where we are currently crossing at an approximately equal distance between properties. Other crossing locations would be closer to scheduled monument and similarly transfer effects. We therefore are not proposing a change to the alignment in this location.				

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10-44.11	Criticism that between Pylons TB134 and TB135, the haul road to access the compounds on the east side of the A131 has been moved to share the existing road used by the SRC to access their quarry. Criticism that this change was not highlighted in the targeted consultation documents, nor has any consultation taken place with the respondent, landowner, or SRC. SRC has over 30 vehicle movements a day on this road, sharing this will cause health and safety issues and disruption to operations. Suggest that National Grid should create their own and separate access	National Grid notes the respondent's feedback. Following feedback received at the statutory consultation, Essex County Council Highways Authority have stated that the Project is required to use the existing bellmouth serving SRC due to safety concerns over other potential access points. ES Chapter 10: Health and Wellbeing (document reference 6.10) has considered the impacts on community safety from a traffic perspective during the construction period, noting that there is the potential for increases in traffic on the road network to increase risk to users of the roads (including pedestrians and cyclists). The assessment has reviewed locations (Primary Access Routes) where large or moderate effects have been identified in relation to changes in the volume of traffic as a result of Project construction and identified sensitive receptors in the vicinity of these links. The assessment has also considered measures contained in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) such as provision of driver information packs to construction vehicle drivers. While a number of locations have been identified where potential impacts may occur, a combination of factors including the nature of routes identified, the location of sensitive receptors, the duration of potential impact relating to peak construction activity in any one location (i.e. a matter of days/ weeks) and mitigation set out in the Outline CTMP (document reference 7.3) suggests that the magnitude of effect is			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		likely to be low, resulting in a negligible (not significant) health effect.				
10-44.12	Suggest that the Project follows the 2025 proposed route, with fewer tall pylons along the route (e.g. this would provide benefits for residents in surrounding villages)	National Grid notes the respondent's preference but makes decisions based on a wide range of factors. Some of these factors are favoured by generally keeping pylon heights lower with an overall increase in pylon numbers, others are favoured by seeking to increase pylon heights with a reduction in overall pylon numbers. In all cases individual circumstances vary and it is on that basis that design decisions are progressed rather than setting a design standard that favours a particular design emphasis. Having considered all relevant factors and having assessed the effects of the pylons on all identified receptors, it is considered that the proposed pylon types provide the best overall balance and outcome. No changes are therefore proposed.			X	
10-44.13	Suggest the Project is routed further north of Sheepcotes Roundabout so as to then pass across open farmland, avoiding Little Waltham, Great Waltham, and Howe Street	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation and landowner consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to route north of Sheepcotes roundabout to avoid Little Waltham and Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the 2022 Corridor and Preliminary Routing and Siting Study			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(CPRSS) and in the 2023 and 2024 Design Development Report's, which can be found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the eastern and western alternatives are not progressed. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
10-44.14	Suggest an alternative route to the west of Chelmsford to avoid populated areas as it passes through farmland, protecting the Chelmer Valley, Waltham Conservation area and reducing the affected population	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultation and landowner consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go to the west oof Chelmsford to protect the Chelmer Valley and Waltham Conservation areas) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the 2022 Corridor and Preliminary Routing and Siting Study (CPRSS) and in the 2023 and 2024 Design Development Report's, which can be found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, and noting the Chelmer Valley is not a nationally designated landscape, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-44.15	Criticism of the amount of pylons between Chelmsford Road and Balls Farm in Essex 8 proposed change	National Grid has considered all the feedback provided and subject to confirming certain technical aspects is proposing to modify the Project in response. Whilst works plans show three low height pylons south of the river, the expectation is that these would be replaced by two standard lattice pylons. This can be achieved within the Order Limits and achieves the reduction sought. and also positions the pylons more evenly to each side of the road though with a slightly greater separation from the road to the pylon to the north-east than is achieved for the pylon to the south-west.		X	X	X
10-44.16	Suggest underground cables are used for the Essex 8 section or alternatively take the route around the pinch point	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Walthams would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. In response to feedback National Grid has also considered alternative alignments (which includes that suggested by the respondent to go around the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		pinchpoint to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the 2022 Corridor and Preliminary Routing and Siting Study (CPRSS) and in the 2023 and 2024 Design Development Report's, which can be found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
10-44.17	Suggest that the Project uses HVAC underground cables through the Waltham gap	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Walthams would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-44.20	Suggest an equidistant arrangement of pylons on both sides using shorter pylons or taller pylons further from Chelmsford Road	In response to feedback, National Grid has considered pylon type and localised alignment variations responding to feedback from Historic England and other stakeholders. This includes the stakeholder feedback in this case to position shorter pylons equidistant from the road or taller pylons further from the road. We do not consider that T pylons are an appropriate design selection, as in this where they would be viewed in most cases against vegetation and appear more stark than the alternative lower height lattice pylon. Following review we do consider that a low height lattice pylon would be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the Grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting. To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). With the latter it is not possible to position a pylon mid span without imbalance of span length and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, would progress			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		using the defined Limits of Deviaton with the use of two standard pylons (more equidistant from the properties) between TB143 and the river in place of three low height pylons shown on the works plans. A Statement of Common Ground (SOCG) is being prepared.				
10-44.21	Suggest that the Project uses HVDC underground cables through the Waltham gap	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Walthams would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-44.22	Suggest that pylons are placed equidistant from Chelmsford Road, Great Waltham if the Essex 8 change is adopted and shorter pylons were to be used	In response to feedback, National Grid has considered pylon type and localised alignment variations responding to feedback from Historic England and other stakeholders. This includes the stakeholder feedback in this case to position shorter pylons equidistant from the road or taller pylons further from the road. We do not consider that T pylons are an appropriate design selection, as in this where they would be viewed in most cases against vegetation and appear more stark than the alternative lower height lattice pylon. Following	X			X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		review we do consider that a low height lattice pylon would be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the Grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting. To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). With the latter it is not possible to position a pylon mid span without imbalance of span length and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, would progress using the defined Limits of Deviation with the use of two standard pylons (more equidistant from the properties) between TB143 and the river in place of three low height pylons shown on the works plans. A Statement of Common Ground (SOCG) is being prepared.				
10-44.23	Suggest that Pylon TB141 should be equidistant from respondent's living area and that of The Red House, Larks Lane	In response to feedback and subject to confirming certain technical aspects, three low height pylons south of the river (as shown on the works plans) are expected to be replaced using Limits of Deviation by two standard pylons. Whilst this would not move the alignment further			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		towards The Red House, it does move the nearest pylon further from the property and achieving some of the outcome sought.				
10-44.25	Concern that the Essex 8 change, if adopted, will result in pylons being moved closer to some homes, especially Windmill House	In response to feedback and subject to confirming certain technical aspects three low height pylons south of the river (as shown on the works plans) are expected to be replaced by two standard pylons. This moves the nearest pylon further from Windmill House than presented in the 2025 targeted consultation.		X	X	
10-44.27	Concern that whilst pylon height has been reduced the number of pylons (which are wider) has been increased	National Grid has considered all the feedback provided and subject to confirming certain technical aspects is proposing to modify the Project in response. Whilst works plans show three low height pylons south of the river, the expectation is that these would be replaced within the Limits of Deviation (LoD) by two standard lattice pylons. There is a balance to be struck generally between fewer taller pylons or more but shorter pylons. Taking the feedback and all aspects into account, we propose this change south of the River Chelmer. This also positions the pylons more evenly to each side of the road though with a slightly greater separation from the property identified and road to the pylon to the north-east than is achieved for the pylon to the south-west.			X	X
10-44.29	Concern the pylons will now be nearer to resident's lanes	National Grid has considered all the feedback provided and subject to confirming certain technical aspects is proposing to modify the Project in response. Whilst works plans show three low height pylons south of the			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		river, the expectation is that these would be replaced within Order Limits by two standard lattice pylons. This positions the pylons more evenly to each side of the road though with a slightly greater separation from the road to the pylon to the north-east than is achieved for the pylon to the south-west. On this basis the pylons are not closer to Residents Lanes comparing the Project to the arrangement subject of the targeted consultation in 2025.				
10-44.31	Request an alternative route for the Project to the north of Great Waltham and Little Waltham. (Map provided by respondent on page 58, figure 5.13)	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations and landowner consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go north of Great Waltham and Little Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the 2022 Corridor and Preliminary Routing and Siting Study (CPRSS) and in the 2023 and 2024 Design Development Report's, which can be found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. An Environmental Impact Assessment has been undertaken and the findings are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), which has identified any need for additional mitigation.				
10-44.34	Oppose the proposed Essex 8 change as it does not address the issues raised in the first consultation /	National Grid has also considered pylon type and localised alignment variations responding to feedback			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Suggest that the position of pylons at the Waltham Gap should be reverted to the 2024 alignment	from Historic England and other stakeholders. This includes the stakeholder feedback in this case to revert to the 2024 pylon positions at the Waltham gap. We do not consider that T pylons are an appropriate design selection, as in this area they will be viewed in most cases against vegetation and appear more stark than the alternative lower height lattice pylon. We do however consider that a low height lattice pylon will be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the Grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting. To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford Road and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, would progress using the defined Limits of Deviation with the use of two standard pylons between TB143 and the river with four low height pylons to the north of the river in place of three low height pylons shown on the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		works plans. This is close to the 2024 alignment as can be achieved whilst accommodating the adjustments to the north of the River.				
Environmental Impact						
10-44.24	Criticism that the design achieves 'less than substantial harm' in the context of Policy EN-1	With regard to the historic environment, the Project's level of harm has been assessed in Environmental Statement (ES) Appendix 11.7: Assessment of Harm to Designated Heritage Assets (document reference 6.11.A7). The assessment concludes that the Project would have less than substantial harm on the historic environment. The relevant guidance and methodology explaining the term 'less than substantial harm' is also explained in ES Appendix 11.7: Assessment of Harm to Designated Heritage Assets (document reference 6.11.A7).	X		X	
Requests						
10-44.28	Requests to understand the implication for the footpath running across the fields where the pylons will be situated	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW, Mitigation identified, include the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		continued use and movement of the wider PRoW network. The effects on existing PRoW would be mitigated where possible, maintaining access where practicable, with temporary closures as a last resort. An Outline Public Rights of Way Management Plan (document reference 7.6) has been prepared and submitted with the application for development consent.				
Visual Impact						
10-44.18	Oppose locating pylons adjacent to Chelmsford Road due to visual impacts for drivers and walkers as this is the main route into Chelmsford	The location of the proposed pylons adjacent to Chelmsford Road would not impede forward visibility for drivers on the road or for walkers on any Public Rights of Way (PRoW). No additional road safety audits are required along Chelmsford Road. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project. The LVIA is presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). Chelmsford Road is located within Visual Receptor Area (VRA) F3 Great Waltham and VRA F4 Little Waltham. Significant effects on visual receptors, including road users on Chelmsford Road, are identified.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-44.19	Concern about the visual impact lower height pylons (e.g. wider and more dominant when up close)	In response to feedback National Grid has also considered pylon type and localised alignment variations responding to feedback from Historic England and other stakeholders. This includes the stakeholder feedback in this case regarding the visual appearance close up of the lower height pylon design. We do not consider that T pylons are an appropriate design selection, as in this where they would be viewed in most cases against vegetation and appear more stark than the alternative lower height lattice pylon. We do however consider that a low height lattice pylon would be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the Grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting. To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford Road and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, would progress using the defined Limits of Deviation		X	X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with the use of two standard pylons between TB143 and the river with four low height pylons to the north of the river in place of three low height pylons shown on the works plans. Further details are presented in the 2025 Design Development Report (document reference 5.15). A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual. ES Chapter 13: Landscape and Visual is supported by Appendix 6.13: Visual Baseline and Assessment (document reference 6.13.A3) which provides an assessment of effects on visual receptors within Visual Receptor Areas (VRAs) during construction and operation (and maintenance) of the Project. The visual assessment relating to this area can be found in VRA F3 Great Waltham and VRA F4 Little Waltham. It notes that the use of low height pylons in this area has some benefits for more distant visual receptors within VRA F3 and F4, whose views are already partially screened by intervening vegetation and landform, since the lower height would further reduce the likely visibility of the proposed overhead line in these views. In views from the closest visual receptors where there is limited or no intervening screening or landform, low height lattice pylons are likely to be more noticeable due their wider				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		stature, use of thicker steel lattice sections and therefore bulkier appearance. The width requirement for removal of existing vegetation beneath the proposed overhead line is slightly greater for low height pylons than for standard lattice pylons. The resultant effects on views for visual receptors within VRA F3 and F4 has been taken into account throughout the assessment.				
Wildlife / Ecology Impact						
10-44.30	Concern that lower height pylons requires more vegetation clearance (compared to T-pylons)	The increased width of the structure of low height pylons would mean a greater level of vegetation clearance would be required, subject to pylon positioning. Chapter 4: Project Description (document reference 6.4) of the Environmental Statement (ES) provides details of the assumed approach for vegetation clearance for the overhead lines proposed. A review of potential vegetation clearance has been undertaken to identify relevant mitigation. Consideration has been given to veteran trees, other high quality trees and areas such as Ancient Woodland that have been identified through arboricultural surveys and a desk study. Further details are outlined in ES Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). In addition, the Trees and Hedgerows to be Removed and or Managed Plans (document reference 2.16) present the generalised		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		approach for vegetation clearance together with where it has been refined to reduce effects to sensitive features. The Outline CoCP (document reference 7.2) includes a commitment that following detailed design and prior to construction, (of relevant parts of the Project), relevant surveys would be undertaken of arboricultural features that may be impacted or need to be removed to ensure any tree/ hedgerow removal is reduced as far as practicable.				

Essex 9 Change feedback (Targeted Consultation)

Table 10-45 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
10-45.1	Criticism of consultation materials on this change (Essex 9)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document which includes a section on 'Traffic and transport'. All changes to construction laydown areas and highways in our proposed changes were communicated with the relevant landowners and local properties where necessary. These were sent to properties within the bespoke consultation zone for the relevant change. More information on how we defined the consultation zones is available in this Consultation Report. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the targeted consultations was considered proportionate to the changes being consulted upon. We believe that all the relevant information required for the public to make informed decisions was available and do not believe that this impacted the feedback we received.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change						
10-45.2	Oppose the proposed change - Essex 9 (generally)	National Grid notes the respondent's feedback.			X	
10-45.3	Support the proposed change - Essex 9 (generally)	National Grid notes the respondent's feedback.		X	X	
Requests						
10-45.4	Request to understand what the highways construction compound will be used for and whether it is temporary or permanent	The highways construction compound will be an area where vehicles, welfare units and construction related equipment and materials will be located for use in the construction of the widening work of Ivy Barns Lane. All highways mitigation works (e.g. widening) along the Primary Access Routes (PAR) will be required to be completed prior to any construction traffic for the construction of the pylon alignment utilising said PAR. Therefore this compound on Ivy Barns Lane will be in place at the start of the Project for a few weeks. Once the highways mitigation works are complete the compound will no longer be required until the end of the Project during demobilisation. At which point the land will be used again as a construction compound to remove all works within the public highway and reinstate the lane as it was found.		X	X	
10-45.5	Request that the wider concerns of the Highway Authorities relating to the effects of construction upon nearby Three Mile Hill be considered	National Grid has considered the concerns of the Highways Authorities which have been address within		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16).				
Wildlife/ Ecology Impact						
10-45.6	Requests mitigation to be employed to avoid impacts to James's Spring LWS as well as appropriate mitigation for any work required to the mature trees along the access track to the laydown area	While James's Spring Local Wildlife Site (LWS) is located adjacent to the Order Limits, the closest element of construction is a haul route required for future maintenance, this is a right of access route only which follows an existing track for the majority of its length. There will be no direct impact on the LWS. The construction laydown area is located over 30 m from the edge of the LWS and will therefore have no direct impact on the LWS. Measures for protection of retained woodland and trees have been set out within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). The Arboricultural Impacts Plans in Appendix A of the Outline LEMP (document reference 7.4) shows the locations where tree and hedgerows will be removed. The overarching aim will be to retain vegetation wherever practicable in accordance with good practice measures as outlined within the Outline Code of Construction Practice (CoCP) (document reference 7.2). Where reasonably practicable, construction elements will be kept to the strict minimum required and micro-sited to avoid impacts on ecologically important features.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Project Arboricultural Clerk of Works will demarcate sensitive habitats to ensure contractors protect as much vegetation as possible.				

Basildon and Brentwood

Basildon and Brentwood feedback (Targeted Consultation)

Table 10-46 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
10-46.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	Agricultural land during the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and would continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impacts on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Airfields						
10-46.2	Concern about the impact of the Project on Chase Farm Airstrip / Suggestion that the Project is routed away from Chase Farm Airstrip	National Grid has appointed an independent aviation consultancy which has engaged with the operators of this Airstrip (with National Grid also present). Following discussion and further assessment of alternatives it is not possible to route the alignment away from the airstrip at a distance that allows the continued safe use of the airstrip at its current position. We are engaging and will continue to engage with the owner of the airstrip to find an appropriate solution. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).			X	
Community / Social Impact						
10-46.3	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project receives Development Consent, the Project team would continue to engage		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		with people potentially affected during construction through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which would remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
10-46.4	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments. ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered during the construction phase to reduce, where practicable, disruption to education establishments. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The assessment concludes that there would be no significant effects on education facilities within the study area as a result of the construction and operation of the Project.			X	
10-46.5	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations that are			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on sports clubs, recreational land and recreational routes located within the Order Limits. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				
10-46.6	Concern about over development of area / other works in the area (e.g. cumulative impact)	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The cumulative effects assessment has considered the effects of the Project in conjunction with other developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The cumulative assessment has been undertaken in accordance with the overarching National Policy Statement (NPS) for Energy (EN-1) Paragraph 4.1.5 in EN-1 states: *'In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy'.* Paragraph 4.2.12 in EN-1 states: *'The cumulative impacts of multiple developments with residual impacts should also be considered.'* Paragraph 4.3.3 in EN-1 states: *'The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects'.* Paragraph 4.3.19 of EN-1 states: *'The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community*				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place'. Paragraph 4.4.5 in EN-1 states: *'The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate'.* The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in ES Appendix 17.2: Long List and Short List of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in Chapter 17: Cumulative Effects (document reference 6.17) of the ES. The detailed assessment of shortlisted other developments is presented in ES Appendix 17.3: Inter-Project Cumulative Effects Assessment (document reference 6.17.A3). Appendix 17.3 outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economic, recreation and tourism impacts).				
10-46.7	Concern about the Project being in too close proximity to recently built housing developments /	National Grid has obtained information on existing, under construction, consented but not built schemes as		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation and targeted consultations, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed and presented in the Environmental Statement (ES) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.				
10-46.8	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		routeing and environmental features. Detailed assessment reported in the Environmental Statement (ES) identifies any measures considered to be necessary to reduce likely significant effects which would also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.				
10-46.9	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*." Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-46.10	Criticism of surveys undertaken for the Project in this Section	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.				
10-46.11	Criticism of the lack of baseline assessment undertaken in relation to the visual, heritage, amenity and land value impacts of overhead line and pylon technology at Dunton Hills Garden Village (DHGV) and the lack of application of the mitigation hierarchy, including compensation to the likely significant effects from those impacts to the principles of the Garden Village and viability of this strategic housing allocation, including its supporting infrastructure. Criticism of the lack of assessment undertaken in relation to the cumulative impacts of the construction and operation of the Norwich to Tilbury project in combination with the build out of DHGV (and the wider Brentwood Southern Growth Corridor)	Assessment of the historic environment is presented in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and its appendices, in particular Appendix 11.1 Historic Environment Baseline Report (document reference 6.11. A1), Appendix 11.2 Historic Environment Assessment Tables (document reference 6.11. A2) and Appendix 11.7 Assessment of Harm to Designated Heritage Assets (document reference 6.11.A7). The methodology for assessment follows best practice guidance and is in accordance with relevant legislation and policy, including the NPS (EN-1), and was agreed through the scoping process and during subsequent thematic group meetings with heritage stakeholders. Relevant mitigation for the historic environment is proposed and secured through the Outline CoCP (document reference 7.2), the Outline LEMP (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). The assessment of landscape and visual effects is presented in the ES Chapter 13: Landscape and Visual (document reference 6.13). In this chapter DHGV is		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		identified as part of the future baseline which notes that DHGV is assessed as part of the cumulative assessment. The landscape assessment is presented in ES Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). DHGV lies within the Brentwood Hills landscape character area (LCA), and just within the Wooded Hills and Ridges LCA. The assessment of landscape effects resulting from the introduction of the Project during construction and operation reported major adverse and significant effects within 0.5km of the Project on these landscapes, and also moderate adverse and significant effects at distances from 0.5-1.5km from the Project. The visual assessment is presented in Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) of the ES. DHGV lies within Visual Receptor Area (VRA) G4: Ingrave and Herongate and just falls within VRA G6: Basildon. Within VRA G4 and VRA G6, the assessment of visual effects resulting from the introduction of the Project reported major adverse and significant effects during construction and operation within 0.5km of the Project, and moderate adverse and significant effects at distances from 0.5-1.5km from the Project. Viewpoint 7.08 Dunton Hills Farm (Dunton Garden Village) (Figure 7.12.F190) (document reference 7.12) reported major adverse and significant visual effects during construction and operation. DHGV is considered in ES Chapter 17: Cumulative Effects (document reference 6.17), since, assuming detailed planning applications are approved and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		commenced before construction of the Project, residents in the Garden Village would be future visual receptors with potential views of the Project. It was reported that for DHGV (A3 (BrBC) and BR2) in the south of the LCA during construction and operation, landscape effects would be moderate adverse and significant within a localised area in the south of the Brentwood Hills LCA. Moderate adverse significant effects were also reported on a neighbouring LCA 13: Dunton Settled Farmlands due to indirect effects of the inter-project effects resulting from the Project and DHGV. Potential impact on property prices is not a material planning consideration for the purposes of a Development Consent Order (DCO) application. Separate to this point, the Secretary of State has asked that the DCO application include an assessment of the likely significant environmental effects in the form of potential impacts on property prices. The ES contains an assessment on this. It concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project. Although not part of the Environmental Impact Assessment (EIA) process it is relevant to observe that any impact of the Project on residential properties is potentially capable of being dealt with through statutory nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		ES Chapter 15: Socio-economics, Recreation and Tourism assessed the potential effect on planning applications and planning allocations, including Dunton Hills Garden Village. The Project has considered the allocation in the design in order to manage interactions, by routing along the gas pipeline and within a corridor formed by the Building Proximity Distance (BPD). Therefore, a not significant residual effect has been anticipated during construction and operation (and maintenance).				
10-46.12	Criticism of the lack of assessment undertaken to consider alternatives to the proposed Project routing around Haverings Grove, with a view to reducing the detrimental impacts to the host community in this locality	Alternative strategic options and alternative corridors were considered as set out in the 2022 Corridor and Preliminary Routeing and Siting Study (available on the Project website). We have continued to verify this earlier decision making through backchecks and careful consideration of new information gathered during surveys or provided during feedback. We have also considered other more localised suggested routes, including slightly to the west as set out in the 2025 Design Development Report (document reference 5.15) but consider them less preferred due, amongst other factors, to greater levels of effects on more residential properties. We also modified the Project after statutory consultation to reduce community effects including replacing a section of 132 kV overhead line with 132 kV underground cables. We have undertaken an Environmental Impact Assessment (document reference Volume 6: Environmental Statement) to assess the potential		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		impact of the Project and this has identified any need for additional mitigation. No change to the Project as requested in the feedback is proposed.				
10-46.13	Request that National Grid to positively respond to the issue of social value and community benefits with regard to the Governments recently published Community Funds for Transmission Infrastructure	The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Construction Impacts						
10-46.14	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).			X	
10-46.15	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. The Outline CTMP (document reference 7.3) provides details about the proposed construction access strategy that has been developed to manage the impact of construction vehicles on the Public Highway and sensitive receptors, using a combination of more suitable Local Road Network connections from the Strategic Road Network, and temporary haul roads for access along the proposed alignment. The Outline CTMP highlights any measures to reduce impacts to other road users from construction traffic related to the Project. Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-46.16	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration.			X	

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		ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP (document reference 7.2) sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.				
10-46.17	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the Local Highway Authorities and National Highways. An AIL routing strategy containing details about these movements are submitted in support of the Development Consent Order (DCO) application.				
10-46.18	Suggest that traffic and transport impacts are fully assessed and mitigated, especially as regards construction traffic impacts on the strategic and rural road network. Request to further understand how careful consideration has been given to the removal and decommissioning of temporary haul roads, with assurances the land will be restored to its former condition (much of the affected land being designated Green Belt)	A traffic and transport assessment of the construction phase on the local and strategic road network has been included in the Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) and in the Transport Assessment (document reference 7.11). Commitment GG07 of the Outline Code of Construction Practice (CoCP) (document reference 7.2) states that land used temporarily will be reinstated where practicable to its pre-construction condition and use (or a condition discussed with the landowner), in line with the Outline LEMP (document refence 7.4). Hedgerows, fences, and walls (including associated earthworks and boundary features) will be reinstated to		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		a similar variety to those that were removed, in discussion with the landowner and to the satisfaction of National Grid.				
Consultation						
10-46.19	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.		X	X	
Design Change						
10-46.20	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of the combination of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street.			X	

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		Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance withNPSEN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.				
10-46.21	Suggest that the existing overhead lines in this section are reinforced / upgraded instead	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations would be required to accommodate the changing demands on the network.			X	
10-46.22	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park,*		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Broads, or Area of Outstanding Natural Beauty)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape				

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		and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.				
10-46.23	Suggest that Pylons TB220 and TB221 are moved further west so that the Project runs along the tree line rather than through respondent's property and garden (plan provided by respondent; e.g. to mitigate impact on views, and given that the alternative route proposed by the respondent would not impact trees), and criticism that National Grid has not relocated the Project as far into the field as agreed with the respondent during a visit by a	The Project routeing is heavily constrained in this area and has been aligned to follow a safety corridor around a high pressure gas pipeline. Moving the alignment substantially further west to avoid oversail of the field is not possible due to the constraint of working area around the gas pipeline and other properties and woodland (including some Ancient Woodland) to the west and the implications of a now constructed solar farm to the north of TB224. However, movement within			X	

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	surveyor for the Project in April 2024 (e.g. the Project has only been relocated by 20 yards rather than to the tree line)	the Limits of Deviation could be utilised to reduce the oversail to the extent possible. A commitment has been included within the Development Consent Order (DCO) to seek to minimise the oversail by looking to position the pylon at TB224 and the alignment and pylons to the south of TB224 as far west within the Limits of Deviation as possible. Where possible this positioning should: minimise the offset to the gas pipeline; minimise the offset to the solar panels (the need for temporary removal is accepted but aim to avoid direct permanent loss of solar panel production area); avoid the need for tree management to the woodland south of the Southend Arterial Road and minimise vegetation removal at the western end of the respondents field.				
10-46.24	Suggestion that the Project is routed away from / the Project should not be located at Haverings Grove	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Havering's Grove. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Havering's Grove.		X	X	

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10-46.25	Suggestion that the Project is routed away from / the Project should not be located at Hutton	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Hutton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Hutton.			X	
10-46.26	Suggestion that the Project is routed away from / the Project should not be located at Dunton Hills Garden Village	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Dunton Hills Garden Village. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Dunton Hills Garden Village.		X	X	

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Economic / Employment Impact						
10-46.27	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.			X	
Environmental Impact						
10-46.28	Concern about negative impact of the Project on the Green Belt(s)	To facilitate the Project, it would be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS)			X	

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		would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1 - A summary of the Holford Rules is provided within Appendix I22 of this report). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land				

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		beneath them free from development and therefore open. The Planning Statement (document reference 5.6), submitted with the application for development consent, includes an assessment of the Project against Green Belt planning policy (as contained in National Policy Statement EN-1 and the National Planning Policy Framework).				
10-46.29	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied wherever practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An Ancient Woodland and Veteran Tree Strategy is included as part of the Outline Landscape and Ecological Management Plan (LEMP) (see Appendix B of the Outline LEMP (document reference 7.4)). The Outline LEMP has been developed in consultation with relevant stakeholders including Natural England and local planning authorities.			X	

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10-46.30	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as local wildlife sites (LWS), Royal Society for the Protection of Birds (RSPB) reserves and Special Protection Area (SPA's). Whist there are no impacts on RSPB reserves, potential direct and indirect impacts on LWS's and SPA's within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). SPA's and the associated impact on birds has also been considered within the Habitats Regulations Assessment Report (HRA) (document reference 5.3).		X	X	
10-46.31	Concern that the Project will result in a negative impact on the environment / countryside generally	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the				

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		Project is currently voluntary and aligned with our corporate sustainability commitment.				
10-46.32	Concern that the Project will impact conservation area	The potential for the Project to affect the setting and significance of Conservation Areas has been comprehensively assessed in accordance with established best practice and guidance such as Good Practice Advice Note 3: The Setting of Heritage Assets (Historic England, 2017) and other relevant policy and guidance such as Conservation Principles (Historic England, 2008) and relevant planning policies including the Overarching National Policy Statement for Energy (EN-1). The assessment methodology and its application have been discussed with and agreed by key heritage stakeholders, including Historic England and relevant local planning authorities, through the Scoping process and subsequent thematic working group meetings. This collaborative approach has ensured that the assessment is robust, proportionate, and in line with expectations. Each Conservation Area potentially affected by the Project has been individually assessed for both direct and indirect effects, including impacts arising from change to setting. These assessments are presented in Chapter 11: Historic Environment of the Environmental Statement (document reference 6.11), supported by detailed mapping and analysis in the Historic Environment Baseline Report (Appendix 11.1, document reference 6.11.A1). The methodology			X	

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		considers all relevant aspects of significance, including historical, architectural, and evidential values, as well as the contribution of setting to that significance. Where adverse effects on the setting of Conservation Areas have been identified, the Project has sought to reduce these through route refinement and design evolution. This includes, where appropriate, adjustments to pylon locations, alignment shifts, and the development of mitigation proposals in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). We are therefore confident that the assessment of impacts on Conservation Areas has been carried out to a high standard and that appropriate measures have been taken to mitigate any identified adverse effects.				
10-46.33	Concern about the impact of the Project on flooding	A detailed Flood Risk Assessment (FRA) has been prepared (document reference 7.9). The FRA assesses flood risk to the Project and the impacts that the Project's construction and operation would have on flood risk from a wide range of sources. The assessment has been informed by a wide range of data sets, including the January and March 2025 data from the Environment Agency, and by engaging with the Environment Agency and all of the relevant Lead Local Flood Authorities and Drainage Boards. The FRA (document reference 7.9) has identified a range of controls and mitigation measures to prevent flood risk impacts, which have been secured through a range of commitments set out in the Outline Code of			X	

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		Construction Practice (document reference 7.2). The FRA (document reference 7.9) also describes the measures and strategy that would be put in place to manage surface water runoff arising from Project construction worksites and operational infrastructure.				
Financial Compensation						
10-46.34	Concern that the Project will devalue property / impact on property value in this section	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
10-46.35	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this		X	X	

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		scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
Health, Safety and Wellbeing						
10-46.36	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and			X	

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		provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.				
10-46.37	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and			X	

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		policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and looks to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid has followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Heritage						
10-46.38	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). In some areas archaeological trial trench evaluation has been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report of the ES (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		heritage, including appropriate mitigation measures and techniques. and to take their views into account during Project development.				
Mitigation						
10-46.39	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation (and maintenance) of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Public Rights of Way (PRoW)						
10-46.40	Concern about negative impact on PRoW / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.		X	X	
Requests						
10-46.41	Request for further impact surveys in this section	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.				
Visual Impact						
10-46.42	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable. The proposed East Anglia Connection Node (EACN) substation is required to connect customers, and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity. Landscape mitigation is proposed within Environmental Areas around substations and CSE compounds. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
Wildlife / Ecology Impact						
10-46.43	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2025 to determine an accurate baseline value, the scope of which has been agreed with			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment Report (HRA) (document reference 5.3) and agreed with Natural England. Survey results have identified no areas of significant bird collision risk across the Project. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4) accompanying the Development Consent Order (DCO) application.				
10-46.44	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2025 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).				
10-46.45	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-46.46	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2025 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% Biodiversity Net Gain (BNG) with environmental and societal benefits. The Net Gain target for the Project is currently			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.				

Essex 10 Change feedback (Targeted Consultation)

Table 10-47 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
10-47.1	Criticism of consultation materials on this change (Essex 10)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet which included an annotated map explaining the specific changes to pylons, access roads, and compounds. We also produced an Environmental Implication of Change (EIC) document for each proposed change. These were sent to properties within the bespoke consultation zone for the relevant change. More information on how we defined the consultation zones is available in this Consultation Report. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the targeted consultations was considered proportionate to the changes being consulted upon. We believe that all the relevant information required for the public to make informed decisions was available and do not believe that this impacted the feedback we received.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We included details of haul roads and access in our targeted consultation documents where relevant however as we were not consulting on the wider route at this stage, other access points and haul roads which had not changed following statutory consultation were not included for comment. We have discussed all haul roads, compounds, and access points with the relevant landowners.				
Design Change						
10-47.2	Oppose the proposed change - Essex 10 (generally)	National Grid notes the respondent's feedback.			X	
10-47.3	Support the proposed change - Essex 10 (generally)	National Grid notes the respondent's feedback.		X	X	
10-47.4	Suggest the Project uses underground cables instead of the proposed Essex 10 change (e.g. this will be cheaper due to the need to excavate for the existing cables, so could excavate for 400kV cables too)	National Grid notes the respondent's feedback. We are proposing to place the existing 132 kV overhead line underground at Havering's Grove. The space required for the separation of the cables from a thermal perspective means that the 132 kV and the 400 kV would need separate cable swathes and therefore would not constitute a cost saving. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Havering's Grove would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-47.5	Suggest that Pylons TB206 to TB211 are relocated to the east, aligning them with the field boundaries (e.g straightening the route to reduce the need for an additional pylon). Alternatively, suggest that the Project uses underground cables from Pylons TB206 to TB211	National Grid notes the respondent's feedback to move TB206 to TB211 to the east. It is not possible to move these pylons further east as this would move the alignment closer to properties at Havering's Grove, transferring effects. To the east there would also be impacts to a pond, woodland and a gas pipeline and would therefore be less preferred. We have therefore not proposed a change at this location. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'*. Where no such designations are present,			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at TB206 to TB211 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-47.6	Suggest that the use of underground cables for the replacement of the existing 132 kV overhead lane proposed as part of the Essex 10 change is extended further south by an additional pylon, with the next existing pylon south upgraded to a cable sealing end (CSE) compound in an area of bare land or scrub for the transfer from underground cable to overhead line instead (e.g. to mitigate impact on arable field, including severing a corner; to mitigate impact on landowner's business)	National Grid notes the respondent's feedback. We are utilising underground cable for the Project in certain areas where this is justified in policy. We are also proposing to place existing overhead lines underground where the alignment needs to cross them or whether the combination of effects from the existing overhead line and the alignment mean that a reduction of effects is necessary. In this instance, we do not feel that there is a sufficient driver nor benefit to the Project, to justify the additional costs of extending the undergrounded section to the next pylon, however we are proposing to remove existing pylon PUB41 (located in the middle of the field) and to position the new cable sealing end platform pylon to the western edge of the field to minimise impacts. National Grid will work with the respondent to take every precaution to try and minimise impact to current farming operations. Where this is unavoidable, temporary measures or compensation would be agreed.			X	
10-47.7	Criticism that underground cables are being used but pylons are still being erected	National Grid notes the respondent's feedback. We are utilising underground cable for the Project in certain areas where this is justified in policy. We are also proposing to place existing overhead lines underground where the alignment needs to cross them or whether the combination of effects from the existing overhead line and the alignment mean that a reduction of effects is necessary.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Where overhead lines are to be undergrounded, they require terminations. At overhead line terminations, terminal pylons that can withstand the conductor loads must be erected to connect the overhead line to the underground cables. Furthermore, it is necessary to erect temporary pylons in order to construct a temporary bypass overhead line so that the portion in question can be safely worked on while disconnected from the system. Once the underground cable has been energised, the temporary pylons will be removed.				
10-47.8	Suggestion that National Grid should consider tunnelling/boring cables (like in London) instead of using pylons to carry electricity/ National Grid is changing pylons to tunnel due to the Visual Impact Provision Scheme	National Grid has carefully considered the feedback proposing the use of underground cable across the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)*'. NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore, the starting presumption for the Project is overhead line. In line with the policy in EN-5			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) (document reference 6.13) has been undertaken which assesses the level of effects from the Project.				
10-47.9	Suggestion that 400 volt line should link up with the existing 132 volt line behind the properties at Oakleigh Farm and accommodate the 132 volt line on to the 400 volt pylon to mitigate visual impacts for the properties to the east	The Project is proposing a double circuit pylon design, therefore there is no capability or existing design to allow the addition of a third circuit. In addition, the 132 kV overhead line is owned, operated and maintained by the local distribution network operator under their licensed agreement.			X	
10-47.10	Suggest that the Project is rerouted between TB206 and TB211 (e.g. to follow a more direct route; plan provided by respondent) with pylons relocated to field boundaries (e.g. to mitigate impact on farming)	National Grid notes the respondent's feedback. In some cases the desired positioning of pylons to field boundaries would lead to excessive span lengths and taken as a whole it is not possible to support such a sequence of relatively long span lengths as it would not meet technical standards. Additionally, this change would reverse a change made after receiving previous feedback and would increase effects to a residential			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		property replacing the nearest pylon with an angle pylon compared with a suspension pylon that is less visually intrusive. National Grid also considered other routes in this area further to the east between TB200 and TB211 but these route much closer to a greater number of residential properties and are considered less consistent with Holford Rule supplementary notes. No change is therefore proposed.				
10-47.11	Suggest that the existing UK Power Network line should remain, and the newly proposed line be placed underground (e.g to reduce costs, decrease disruption, minimise losses for landowners and reduce environmental impact)	National Grid notes the respondent's feedback. We are proposing to place the existing 132 kV overhead line underground at Havering's Grove. It is preferable to underground the 132 kV overhead line in this area and not the 400 kV as the space required for the separation of the cables from a thermal perspective is less, and therefore less space is required for the cables. Undergrounding the alignment instead of the 132 kV overhead line as suggested would be more costly, disruptive and would increase environmental effects. Undergrounding the existing 132 kV overhead line also enables enough space to be created for the alignment to be routed further from receptors. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or National Landscapes)'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		impact terms), we do not consider the Project at Havering's Grove would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-47.12	Suggest that Pylon TB209 is relocated to its original position (e.g to reduce the impact on agricultural land)	National Grid notes the respondent's feedback. The movement of the alignment (and TB209) to the west was preferred as it reduces impacts on residential properties to the east and is possible due to the existing 132 kV overhead line being placed underground in this area, meaning the Project can use a similar alignment. We are therefore not proposing a further change to the alignment in this area. National Grid's lands team will continue to work with landowners and appointed agents to answer any questions or concerns. If you have further questions or need additional details, please do not hesitate to contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.			X	
10-47.13	Suggest the proposed DNO termination tower is relocated as per the respondent's plan, as this will	National Grid notes the respondent's feedback. We are utilising underground cable for the Project in certain			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	help to preserve the future development potential of the respondents land.	areas where this is justified in policy. We are also proposing to place existing lower voltage overhead lines underground where the Project alignment needs to cross them or where the combination of effects from the existing overhead line and the alignment mean that a reduction of effects is necessary. In this instance, when the proposed development does not have a granted planning consent in place we do not consider that there is a sufficient driver nor benefit to the Project, to justify the additional costs of extending the undergrounded section towards the next pylon. However if the landowner / developer engages directly with the Distribution Network Operator (DNO) to secure and fund this further change, then National Grid will work with the respondent and DNO to coordinate the development accordingly and support the respondents aims.				
10-47.14	Request haul road is moved to the headland of the respondent's land and the construction compound is relocated from neighbouring land and onto the respondent's land, to move the compound away from residential properties	National Grid notes the respondent's feedback. We have amended the location of the compound as suggested by the respondent. The suggested alternative route for the haul road was considered. The haul road is required to be as close to the alignment as possible for construction of the proposed assets. We are therefore not proposing the change to the haul road at this location as suggested by the respondent as it would move it too far away from the alignment.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-47.15	Suggest that the Project uses underground cables between Pylons TB205 and TB213, or that the existing pylons at this location are upgraded instead (e.g to mitigate impact on respondent's property, visual impact, animals, wildlife, and listed buildings)	National Grid notes the respondent's feedback. We are proposing to replace sections of the 132 kV overhead line connection with underground cables from north of Bushwood Farm to south of Creasey's Farmhouse. In addition, National Grid has carefully considered the feedback proposing the use of underground cable from pylons TB205 to TB213, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. No such designations are present from pylons TB205 to TB213, nor is this area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore the starting presumption for the Project here is an overhead line. An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation to reduce effects. Specifically, the potential impacts on the historic environment is presented in ES Chapter 11: Historic Environment (document reference 6.11), wildlife is presented in ES Chapter 8: Ecology and Biodiversity (document reference 6.8) and a landscape and visual impact assessment is presented in ES Chapter 13: Landscape and Visual (document reference 6.13). The assessment of listed buildings is supported by setting surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. The assessment of Ellices concludes a significant effect during construction and a not significant effect during operation. The assessment of Hutton House and Stable and Coach House at Hutton House concludes a significant effect during construction and a not significant effect during operation. No additional mitigation measures are proposed as any measures designed to lessen the visual impact of the Project would be of a				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		scale that would visually adversely alter the setting of the asset.				
10-47.16	Suggest the following in order to reduce the impact on respondents property: Relocate Pylons TB200 to TB214 to keep a straight line and avoid the farm, either above or below ground. Alternatively on the proposed route suggest relocating pylons to field edges, keeping 4-6m from the hedge/ditches for maintenance access. Suggest relocating Pylon TB206 south to shorten the distance to TB208. Suggest removing Pylon TB207 and moving Pylon TB208 north to anywhere between the edge of the woodland and the field boundary (the small area of land between the woodland and field boundary is no longer commercially farmed so can be used to house the pylon) Suggest relocating Pylon TB209 to field boundary (N) Suggest relocating Pylon TB210 to the edge of field (NW)	In terms of alternative routes and pylon positions it is not possible to route directly from TB200 to TB214 due to the presence of residential properties in Havering's Grove as well as properties closely positioned on the road to the west, so a change as suggested would both transfer and increase effects to other residential properties. The removal of a pylon is not possible as the span lengths would exceed technical limits, though some micrositing of TB207 may be possible. The change to other pylon positions transfers effects to other residential properties and overall the Project alignment is preferred. There is potential flexibility to relocate the haul road to the west of the corridor which can be dealt with in detailed design. The impacts of permanent pylon footings on agricultural land is assessed in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES). Design sought to minimise impacts on farming activities when considering pylon locations, including TB200 to TB214. The pylon footings cover a relatively small area of land proportional to field sizes; therefore, the impacts on farming activities and agricultural yields should be small. Should a landowner feel that they are owed compensation or would like to discuss how or when compensation is payable, they should contact the			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Projects Land team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Landowners can also refer to the National Grid Land Rights Strategy or the Compensation Code for further information.				
Primary Access Routes / Haul Road / Construction Compounds						
10-47.17	Criticism no haul road was shown to the repositioned temporary laydown near Humes Farm	National Gird notes the respondent's feedback. The temporary laydown area is required to temporarily store materials for the construction of the haul road. As described in the consultation material, the laydown area will be accessed from the same location as previously proposed at statutory consultation. i.e., via the haul road and working area at pylon TB208.			X	
Requests						
10-47.18	Concern that the access routes proposed around Havering's Grove have the potential to harm local operations to an unacceptable degree. Request for reassurance as to the assessment and suitability of these access locations	Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16), submitted as part of the Development Consent Order (DCO) application, includes the assessment of the delays during peak construction activity (worst-case) on the A129 London Road that provides access to Havering's Grove, due to		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		construction traffic. The expected total 12hr weekday (07:00-19:00 hrs) increase in traffic from the future baseline year is 2%, which includes predicted committed development flows. Based on the Transport Assessment (document reference 7.11) during the peak hours, only 15 construction vehicles are expected on the A129 London Road (seven in each direction), which equates to one additional vehicle every 4 minutes. Therefore, no significant effects are expected as a result of the Project construction activity.				

Essex 11 Change feedback (Targeted Consultation)

Table 10-48 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
10-48.1	Criticism of consultation materials on this change (Essex 11)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document which included information on the potential impacts of the proposed change. The EIC produced for Essex 11 includes references to Botney Hill road in reference to 'Ecology and Biodiversity' and also includes other potential impacts on Dunton Hill which were considered. These documents were sent to properties within the bespoke consultation zone for the relevant change. More information on how we defined the consultation zones is available in this Consultation Report. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the targeted consultations was considered proportionate to the changes being consulted upon. We believe that all the relevant information required for the public to make informed decisions was available and do not believe that this impacted the feedback we received.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We have a dedicated lands team who worked with affected landowners to discuss issues relating to acquisition. We did not include this information in our consultation documents as it would not be relevant to everyone contacted. Potentially affected landowners were contacted directly by our lands agents, Fisher German.				
Design Change						
10-48.2	Oppose the proposed change - Essex 11 (generally)	National Grid notes the respondent's feedback.			X	
10-48.3	Support the proposed change - Essex 11 (generally)	National Grid notes the respondent's feedback.			X	
10-48.4	Suggest that Pylon TB219 is relocated west of the Heron Country Club or placed underground (e.g due to a safety risk to Chase Farm Airfield and potential closure)	National Grid has appointed an independent aviation consultancy which has engaged with the operators of this Airfield (with National Grid also present). In accordance with the requirements of the Overarching National Policy Statement for Energy (NPS EN-1), the Project has been designed, where possible, to minimise adverse impacts on the operation and safety of aerodromes. Following consultation and further assessment of alternatives it has been determined that it is not possible to further re-route the alignment away from Chase Farm airfield at a distance that allows continued safe use of the runway at its current position. Regarding the use of underground cables, National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is that '*overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Chase Farm would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Residual impacts are recognised, but there is insufficient justification for the use of underground cables in this location on the grounds of aviation impact mitigation alone. Routes further to the west of Heron Country Club are not feasible without transferring effects onto other receptors. Engagement with the operator has explored whether the potential reorientation or relocation of the airfield runway could provide a reasonable mitigation to aviation impacts. Engagement is continuing and is also seeking the agreement of a Statement of Common Ground. Further information on the assessment of airfields can be found in the Environmental Statement (ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).				

Essex 12 Change feedback (Targeted Consultation)

Table 10-49 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Consultation						
10-49.1	Criticism that the Environmental Implications of Change report appears to be incomplete, where the key is not visible following paragraph 1.1.2	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document which included information on the potential impacts of the proposed change. The information provided at the targeted consultations was considered proportionate to the changes being consulted upon. We believe that all the relevant information required for the public to make informed decisions was available and do not believe that this impacted the feedback we received.		X	X	
Design Change						
10-49.2	Oppose the proposed change - Essex 12 (generally)	National Grid notes the respondent's feedback.			X	
10-49.3	Support the proposed change - Essex 12 (generally)	National Grid notes the respondent's feedback			X	
10-49.4	Suggest that the Project is routed further down the respondent's field - this will have no impact on the lines going over the A127, it will not interfere with	The Project routeing is heavily constrained in this area and has been aligned to follow a safety corridor around a high pressure gas pipeline. Moving the alignment substantially further west to avoid oversail of the field is			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	any gas lines and undergrounding will still be possible where the 4000 homes are being built	not possible due to the constraint of working area around the gas pipeline and other properties and woodland (including some ancient woodland) to the west and the implications of a now constructed solar farm to the north of TB224. However, movement within the Limits of Deviation could be utilised to reduce the oversail to the extent possible. A commitment has been included within the Development Consent Order (DCO) to seek to minimise the oversail by looking to position the pylon at TB224 and the alignment and pylons to the south of TB224 as far west within the Limits of Deviation as possible. Where possible this positioning should: minimise the offset to the gas pipeline; minimise the offset to the solar panels (the need for temporary removal is accepted but aim to avoid direct permanent loss of solar panel production area); avoid the need for tree management to the woodland south of the Southend Arterial Road and minimise vegetation removal at the western end of the respondents field.				
10-49.5	Request that construction access and activities are relocated to the west of the gas pipeline on land that forms part of the Dunton Hills Garden Village site in Brentwood	The respondent's feedback is noted however this would transfer the effects to another landowner where accesses would be increased in length and further complicated by the need to integrate with the first phase of the Dunton Hills development to access the nearest highway. In the absence of any evidence identifying the unacceptability of the Project in its current position, no change is proposed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-49.6	Concern about the impact of the Project on proposals for housing and employment in the Essex 12 area, and that the proposed works for the Project would delay significant social and economic benefits that arise from housing, affordable housing and economic growth in the area, counter to National Government objectives	National Grid has engaged with the potential developers in this area and concludes that direct effects on future development will not occur due to the routeing within an existing safety corridor separate to the Project, restricting construction of occupied property within approximately 80 m of the existing high pressure gas pipeline. Engagement will take place between National Grid, its Main Works Contractor(s) and developers of other planning applications within the Order Limits. Engagement will occur throughout the pre-construction and construction phase of the Project to understand the construction programme of relevant planning applications where available. On this basis we conclude that the Project will not delay significant social and economic benefits. No change is proposed.			X	
10-49.7	Support the newly proposed construction compound as part of the Essex 12 and oppose the laydown location shown on plan provided by respondent	National Grid notes the respondent's feedback however there is some confusion over the plans. The areas hatched are construction laydown areas and not compounds. In this area two haul roads and construction laydown areas presented to provide alternative scenarios should the Crest Nicholson housing development progress ahead of the Project. Both scenarios would not be constructed.			X	

Economic / Employment Impact						
10-49.8	Concern about the impact of the Essex 12 arrangements for construction access and laydown provision would prejudice the delivery of employment and the proposed road link until after the Project has been complete. The proposed works would delay significant social and economic benefits that arise from housing, affordable housing and economic growth in the area, counter to National Government objectives	National Grid has engaged with the potential developers in this area and concludes that direct effects on future development will not occur due to the routeing within an existing safety corridor (extending to approximately 80 m from the pipeline free from construction of occupied built development) associated with the existing high pressure gas pipeline. Standard working practice whereby interfacing contractors have detailed discussions to establish local arrangements would be adopted and on this basis we conclude that the Project would not delay significant social and economic benefits. We have also been in discussion with the relevant developer about the proposed link road and have agreed that whist the Development Consent Order (DCO) submission will show two alternative combinations, National Grid will drop its interest in the northern combination and take forward the southern combination that integrates with the link road proposals. No change is proposed.			X	
Environmental Impact						
10-49.9	Suggests the is mature tree and/or vegetation in the vicinity of south of Dunton Wayletts which will be considered in the access design to minimise impacts from construction and junction visibility splays	National Grid notes the respondent's feedback. In order to provide a compliant access crossing the public highway visibility splays are required. This will mean retaining and cutting back vegetation in the vicinity of the crossing as well as some removals. National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern. The proposed bellmouth junctions have undergone Road Safety Audits, and mitigation measures for road safety have been developed. This includes temporary traffic management			X	

	measures such as speed limit reductions and/or temporary signals. Post construction the bellmouth would be removed and the vegetation reinstated. More details on the bellmouths can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).				

Essex 13 Change feedback (Targeted Consultation)

Table 10-50 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
10-50.1	Concern that the red line boundary for access for Pylons TB230 and TB231 show the access being close to the property and yard at Sheddings Farm, which will cause biosecurity impacts as turkeys and livestock are kept at Sheddings Farm. With this, further concern that the access route passes through meadows used for grazing cattle, causing both biosecurity and health and safety issues, depending on access required	National Grid and our Main Work Contractor will work with the landowner to implement necessary biosecurity and health and safety mitigations as required during construction. However, the specific access route referred to in the feedback is a future operational access right over land, to be used for surveys and minor maintenance. Ahead of any future operational site access the National Grid lands team will liaise with landowners in advance regards any upcoming surveys or works. Any site-specific requirements for access (including biosecurity measures) will be agreed and implemented as required at the time of survey.			X	
Consultation						
10-50.2	Criticism of consultation materials on this change (Essex 13)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document. These were sent to properties within the bespoke consultation zone for the relevant change.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		More information on how we defined the consultation zones is available in this Consultation Report. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the targeted consultations was considered proportionate to the changes being consulted upon. We believe that all the relevant information required for the public to make informed decisions was available and do not believe that this impacted the feedback we received.				
10-50.3	Criticism that the proposals are contrary to Policy R01: Dunton Hills Strategic Allocation in the Brentwood Local Plan 2016 - 2033 / Criticism that the 2024 alignment undermines the local plan-making process in Basildon, Brentwood and Thurrock in terms of housing and infrastructure delivery / Request the strategic importance of the Dunton Hills Garden Village for housing delivery is acknowledged and evidenced in the DCO submission to demonstrate how this has informed the Project design	National Grid has identified an alignment which closely follows an existing gas pipeline through and in the vicinity of Dunton Hills Garden Village (DHGV) proposals. Whilst gas pipelines provide a constraint in terms of construction works not generally being able to progress immediately above the pipeline (within around 10 m) and a preference to seek to reduce the number of crossings, the corridor also provides an opportunity for routeing, in this case the presence of the gas pipeline creates a corridor free from built development due to the required safety standards. It is National Grid's position that National Planning Statement (NPS) EN-5 confirms that the routeing of overhead lines near to residential property is not, as a point of principle, unacceptable. It is also noted that there are detailed design opportunities (including as outlined in National Grid's 'Sense of Place' publication		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		on existing examples of housing in close proximity to overhead lines) with the potential to reduce amenity effects that can be effective in maximising outcomes, particularly in circumstances such as Dunton Hills Garden Village where detailed design is to be completed. On this basis it is considered that requests to use underground cable past this development are not justified by policy. National Grid has considered alternative routes to the east and west of DHGV. The circumstances considered that supported previous decision making have been reviewed and confirmed to remain valid. These were first set out in 2023 (see paragraph 5.5.144 of the 2023 Design Development Report available on the Project website). To the east, the extent of the existing urban area means there are no alternative routes available without directly impacting properties (without the excessive cost of a tunnel). An alternative to the west would be less direct, transfer effects to other receptors and would be much closer to Thurrock airfield and likely to require underground cables to allow continued flight activity. Weighing up all factors including cost, engineering/technical feasibility, and environmental/community impacts a balanced judgment has been formed that this route is less preferential and that the proposed route provides the best overall outcome and therefore no change is proposed. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. NPS EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in NPS EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at DHGV would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy NPS EN5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has not identified any need for additional mitigation.				
Design Change						
10-50.4	Oppose the proposed change - Essex 13 (generally)	National Grid notes the respondent's feedback.			X	
10-50.5	Support the proposed change - Essex 13 (generally)	National Grid notes the respondent's feedback.			X	
10-50.6	Request the route is moved east to physically and visually avoid the Dunton Hills Garden Village (DHGV) scheme / Request the route also uses underground cables to reduce compensation for the reduction of the value of land for the DHGV	National Grid has considered alternative routes to the east and west of Dunton Hills Garden Village (DHGV). The circumstances considered that supported previous decision making have been reviewed and confirmed to remain valid. These were first set out in 2023 (see paragraph 5.5.144 of the 2023 Design Development Report available on the Project website). To the east, the extent of the existing urban area means there are no alternative routes available without directly impacting properties (without the excessive cost of a tunnel). An alternative to the west would be less direct, transfer effects to other receptors and would be much closer to			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Thurrock airfield and likely to require underground cables to allow continued flight activity. Weighing up all factors including cost, engineering/technical feasibility, environmental/community impacts a balanced judgment has been formed that this route is less preferential and that the proposed route provides the best overall outcome and therefore no change is proposed. National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at DHGV would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-50.7	Request the construction compound (near Friern Manor and Pylon TB227) is relocated to be in closer proximity to TB227 beyond Crest's landholding by the borough boundary/gas pipeline or if this is not feasible on land identified as open space (shaded green - Figure 1) in Crest's masterplan	Through discussion with the developer, National Grid understands the respondent's position and has previously introduced an alternative laydown area and access arrangement but is keen to retain the flexibility to use either arrangement subject to circumstances at the time of construction. The extent of any interaction with the development depends on the timing of development. Should such timings overlap National Grid would			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		relinquish its interest in the original laydown area and will agree this in a statement of common ground.				
10-50.8	Suggest an alternative access route (plan provided by respondent), which will avoid the need for any biosecurity or health and safety measures to be put in place when access is being used. This will also significantly reduce the impact on the value of residential property at Sheddings Farm and the impact on the ongoing business operated from the property	National Grid notes the respondent's feedback with regards to the permanent access route and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses in to the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as this will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking in to account the landowner and National Grid's requirements. Biosecurity mitigation requirements will be discussed and implemented in consultation with the landowner.				
10-50.9	The proposed changes on the Haul Road appear to reduce the land and rights required on the site however, the respondents concerns remain. Whilst the targeted consultation plans only provide a snapshot of part the scheme through part of the respondents development it appears to propose that the previous Haul Road design (to access the overhead route from the Tilbury Road which utilised the existing access road to the Dunton Hill Family	Proposed access during construction and operation will only be from Lower Dunton Road, the access previously shown from the west, from Tilbury Road through the Dunton Hill Family Golf Centre has been removed from the Project.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Golf Centre, which also provides access to four cottages), has been removed. However, without seeing a wider extent of the plan proposals confirming such, the respondent still object to the use of this road as a haul road and object to the use of the amended haul road as their previous questions still remain unanswered. Are National Grid proposing to acquire the Haul Road land permanently or temporarily? If temporarily, are they seeking exclusive possession of the Haul road? In addition to those able to use the road for access purposes now, it is essential that the respondent and their contractors are allowed to utilise this access route to the Site. Denying this access would result in a delay to the start of the construction of the Dunton Hills Garden Village and as this would be a direct result of the Project, any losses incurred with this would have to be compensated for by National Grid in accordance with the Compensation Code					
10-50.10	Suggest that the Project is rerouted as per plan provided by respondent to reduce impact on respondent's fishing business, and locate a pylon on an area of ground where there is an existing 132 kV pylon	National Grid notes the respondent's feedback and has considered the route requested. The alternative route would impact a greater area of proposed development at Dunton Hills Garden Village. We have undertaken an Environmental Impact Assessment (EIA) which includes an assessment of access to recreation business in			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and a significant adverse effect has been identified. National Grid will continue to engage with the landowner.				
10-50.11	Concern about amendments to DCO limits to bring the permanent access for Pylon TB228 away from an established field boundary onto a track that passes within a few metres of residential property and passes through the middle of a farmyard that houses cattle and turkeys. With this, concern that the ability to manage their property in a biosecure manner has the potential to be affected / Suggest that the access road to Pylon TB228 is rerouted as per plan provided by respondent, as this would reduce risk to business, and compensation payable	National Grid notes the respondent's feedback with regards to the permanent access route and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses in to the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as this will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements. Biosecurity mitigation requirements will be discussed and implemented in consultation with the landowner.			X	
10-50.12	Request the section of the route through the Dunton Hills Garden Village uses underground cables	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		impact terms), we do not consider the Project at Dunton Hills Garden Village (DHGV) would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-50.13	Suggest underground cables are used around Dunton Hills Garden Village (DHGV) to reduce adverse impacts to land value and harmful effects to housing and infrastructure delivery in Brentwood	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23)		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Dunton Hills Garden Village (DHGV) would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
Requests						
10-50.14	Request the following in relation to the respondent's business: That an external consultant evaluates the losses to be caused to respondent's solar site and	National Grid would compensate all landowners or businesses in line with the Compensation Code and where losses are caused as a direct result of the Project. Landowners and businesses are advised to take their			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	corresponding compensation is issued to the respondent's business, both from construction stage (dust and other disturbance to operation) and operational stage (shadowing losses); That the hazard from the underground services in the vicinity of pylon TB229 are taken into account for construction and that and insurance policy for damages and loss of revenue is contracted by National Grid to the benefit of the respondent's business during construction; That where the underground cables are crossed by construction roads, a reinforced section of the road would be required to be installed to prevent damage to underground services; and Indicate any modifications on the overall project during/after the consultation process	own third-party advice and / or appoint a land agent to represent them and advise on where a compensation claim should be sought. During construction, National Grid's Main Works Contractor will carry out applicable surveys and take every reasonable precaution to avoid damage to buried third-party assets. Damage will be covered by standard construction insurances. Haul road crossings of buried assets will be designed by the Main Works Contractor to withstand expected surface loads and prevent damage to the assets. This will be done in collaboration with the asset owner. The proposed Project design will be published publicly with the Development Consent Order (DCO) submission.				
Visual Impact						
10-50.15	Concern about the location of Pylon TB226, which will profoundly impede upon the intentional view corridor as specified in the Dunton Hills Garden Village Supplementary Planning Document (SPD). Suggest that this is resolved through effective collaboration between NGET, Historic England and the Council	National Grid, through the routing and siting exercise, has sought to reduce the impact on the historic environment, including listed buildings in this area. All listed buildings within 2 km of the Order Limits are considered in the Historic Environment Assessment for the Project. The impacts of the Project on the historic environment are assessed in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). The assessment considers the potential impact on historic buildings and includes assessment of		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment of listed buildings is supported by setting surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development. Church of St Mary: The assessment concludes that due to changes within the setting of this asset there would be significant effects during construction and operation. No additional mitigation measures are proposed as any measures designed to lessen the visual impact of the Project would be of a scale that would visually adversely alter the setting of the asset. Church of All Saints: The assessment concludes that the setting of this asset does not extend to the Order Limits due to the division of the landscape with transport infrastructure and the screening provided by its wooded surroundings. The assessment of landscape and visual effects is presented in the ES Chapter 13: Landscape and Visual (document reference 6.13). DHGV is identified as part of the future baseline, which relates to known or anticipated changes to the current baseline in the future.				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The visual assessment is presented in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). DHGV lies within Visual Receptor Area (VRA) G4: Ingrave and Herongate, and just falls within VRA G6: Basildon. Within VRA G4 and VRA G6, the assessment of visual effects resulting from the introduction of the Project reported major adverse and significant effects during construction and operation within 0.5 km of the Project, and moderate adverse and significant effects at distances from 0.5-1.5 km from the Project. Viewpoint 7.08 Dunton Hills Farm (Dunton Garden Village) (Figure 7.12.F190) (document reference 7.12) reported major adverse and significant visual effects during construction and operation. This viewpoint was requested by stakeholders and represents views from the east of Dunton Hills Farm. DHGV was also considered in Table 13.8: Effects on Visual Receptors at Viewpoints in relation to Flexibility within the LoD. The assessment identified that a change to the Project within the Limits of Deviation (LoD) would be perceptible but there would be no change to the magnitude or level or significance of effect.				

Thurrock

Thurrock feedback (Targeted Consultation)

Table 10-51 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Agricultural Land						
10-51.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	Agricultural land during the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and would continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impacts on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Community/ Social Impact						
10-51.2	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project receives Development Consent, the Project team would continue to engage with people potentially affected during construction through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which would remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assessed in Chapter 15: Socio-Economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
10-51.3	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered during the construction phase to reduce, where practicable, disruption to education	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		establishments. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The assessment concludes that there would be no significant effects on education facilities within the study area as a result of the construction and operation of the Project.				
10-51.4	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations that are important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on sports clubs, recreational land and recreational routes located within the Order Limits. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These are identified within Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Traffic Management Plan (CTMP) (document reference 7.3).				
10-51.5	Concern about over development of area / other works in the area (e.g. cumulative impact)	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The cumulative effects assessment has considered the effects of the Project in conjunction with other developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. The cumulative assessment has been undertaken in accordance with the overarching National Policy Statement (NPS) for Energy (EN-1) Paragraph 4.1.5 in EN-1 states: '*In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy*'. Paragraph 4.2.12 in EN-1 states:	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		'*The cumulative impacts of multiple developments with residual impacts should also be considered*.' Paragraph 4.3.3 in EN-1 states: '*The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects'*. Paragraph 4.3.19 of EN-1 states: '*The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place'*. Paragraph 4.4.5 in EN-1 states: '*The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate'*. The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in Environmental Statement (ES) Appendix 17.2: Long List and Short List				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in Chapter 17: Cumulative Effects of the Environmental Statement (ES) (document reference 6.17). The detailed assessment of shortlisted other developments is presented in Environmental Statement (ES) Appendix 17.3: Inter-Project Cumulative Effects Assessment (document reference 6.17.A3). Appendix 17.3 Inter-Project Cumulative Effects Assessment (document reference 6.17.A3) outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economic, recreation and tourism impacts).				
10-51.6	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*." Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.				
10-51.7	Request for National Grid to confirm if there are opportunities to get funds for maintenance of defibrillators in Tilbury, as well as training residents in "how to access health provision" and health living e.g., noting that Tilbury's health provision is near worst in the country	The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
Construction Impacts						
10-51.8	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-51.9	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network.		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts.				
10-51.10	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in Environmental Statement Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP, document reference 7.2) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP (document reference 7.2) sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Project to avoid or reduce potential effects of the Project on the environment.				
Consultation						
10-51.11	Comment supportive of engagement that has taken place / feel listened to	National Grid notes the respondent's feedback.	X		X	
10-51.12	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.		X	X	
10-51.13	Concern that the optioneering process for the Project was not in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 as the Preliminary Environmental Information Report (PEIR) did not assess the impact of temporary land take and severance and the associated socio-economic impact of the Project on farm businesses (including respondent's farm in Thurrock), and suggest that an assessment of the socio-economic impact of temporary land take must now be undertaken to inform the route of the Project	As per the Scoping Report (document reference 6.20), the impacts on agricultural operations were considered to be limited during the operational phase of the Project as any maintenance or repair works required which would result in disturbance to agricultural operations would be undertaken in accordance with standard practice. Disturbance to agricultural operations during the construction phase are assessed in full in Chapter 6: Agriculture and Soils (document reference 6.6) of the Environmental Statement (ES). The financial effects on individual businesses are being addressed through separate discussions/negotiations which lie outside the scope of the ES (as agreed in the Scoping Opinion (document reference 6.20)). Therefore, the financial effects on individual businesses have not been assessed in Chapter 6: Agriculture and Soils of the ES (document reference 6.6) or Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15).			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Should a landowner feel that they are owed compensation or would like to discuss how or when compensation is payable, they should contact the Projects Land team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Landowners can also refer to the National Grid Land Rights Strategy or the compensation code for further information.				
10-51.14	Request that the pressing need for waste management capacity in the Thurrock Area be acknowledged, following the Secretary of State's granting of the Lower Thames Crossing (LTC) DCO on 24th March 2025. This capacity is essential to assist in the delivery of the c.£9 billion scheme and to realise the Government's sustainable transportation aims to unlock traffic congestion and enhance nature conservation in the south-east of England. It is noteworthy that Rainbow Shaw Quarry lies within the LTC DCO Order Limits to provide essential drainage and ecological infrastructure and is capable of providing 'non-road based access' to the construction corridor for waste management and other construction phase purposes	National Grid has been engaging closely with the operator of the aggregate recycling facility who undertake their activities at Rainbow Shaw Quarry. The importance of the facility has been a factor taken into account when considering alternative proposals for the alignment. We have identified a design for the necessary 132 kV diversion works that minimises the interaction and constraints on the main processing part of the site. We are also progressing discussions to identify an access solution that: minimises interference with on-site operational activities; provides a co-ordinated and mutually beneficial solution to construction stage access requirements of both National Grid and Lower Thames Crossing (LTC); and can support the permanent operational stage access requirements of National Grid			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		and the longer term access requirements along Holford Road and onwards over the LTC corridor. In relation to waste management, National Grid has prepared an Outline Site Waste Management Plan (SWMP) (document reference 7.2, Appendix B), which has been submitted as part of the Development Consent Order (DCO) submission for the Project. The Outline SWMP sets out how the Project will seek to reduce the consumption of primary and raw materials and to encourage the use of secondary or recycled sources. The Outline SWMP also sets out how waste will be managed on the Project and follow the waste hierarchy. The Outline SWMP notes that the Project will not generate large quantities of waste for landfill, due to the nature of the waste anticipated (large proportions of which can be reused or recycled) and also due to the targets set by National Grid with regard to waste management. The Main Works Contractor(s) will be responsible for preparing a Final SWMP and implementing the measures contained within it.				
Design Change						
10-51.15	Suggest re-routing the existing 132 kV overhead lines across Orsett Golf Course, so that the Project can use the existing 132 kV overhead line route around to the east, therefore negating the need to underground the 132 kV pylons and the underground cabling next to the golf course for the Project	National Grid has considered a range of design alternatives crossing over the end of Orsett Golf Course including diverting the existing.132 kV overhead line. In all case routeing across the back of the 17th Tee or 16th green either transfers impacts to adjacent land and would substantially impact an aggregate recycling facility			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to the possible extent of closure or requires substantial shortening of the holes to facilitate pylon positioning and as such these options are not preferred. National Grid has continued to engage with Orsett Golf Course and, with the assistance of an independent golf course designer, has concluded that an overhead line crossing the golf course at a distance of around 240 m from the rear of the 16th and 17th Tees that does not interfere with play is the preferred basis for the Project. A change has been made to the alignment on this basis.				
10-51.16	Suggest that Pylons TB234 and TB233 are relocated to the west side of the existing pylons (e.g. to increase the distance from residential properties)	National Grid notes the respondent's feedback. The alignment is proposed to follow close to the eastern side of the existing 132 kV overhead line. Crossing to the west of the existing overhead line would require part of it to be placed underground, as well as introducing additional angle pylons which would be less consistent with the Holford Rules (see Appendix I22 of this report). Crossing to the west of the 132 kV overhead line would also take the alignment too close to Thurrock Airfield to maintain a distance to enable continued operation. A Landscape and Visual Impact Assessment has been completed for the Project and can be seen within the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). The effects from the alignment in this area are not assessed to be at a level to justify replacing the 132 kV overhead line with underground cable.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-51.17	Suggest alternative route for the Project between Pylons TB240 and TB244 (e.g. to mitigate impact on respondent's oil recycling business), with Pylon TB44 becoming the turning point. With this, suggest an alternative access route using the lane between the B188 and Black Bush Lane	The alignment of TB240 to TB244 has been modified in this area with the principle influence being establishing an arrangement to allow for continued flight activity at Thurrock airfield. The Project alignment also meets previously expressed preferences for a parallel arrangement with existing overhead line to reduce landscape effects. Further engagement with the respondent has proposed specific arrangements which allow for continued use of the majority of the landholding for the business activity subject to specific arrangements to deal with limited periods when restrictions may be required. National Grid is continuing to develop the detail of the arrangements with the landowner. An amendment to access arrangements has been incorporated.			X	X
10-51.18	Concern that if the alignment moving to the west of respondent's home will result in land being able to be compulsory purchased. CPO of the land was previously restricted due to the proximity of the power lines	To ensure that the Project can be built National Grid would apply for compulsory purchase powers as part of the Development Consent Order (DCO). National Grid, in line with the Planning Act will only seek to acquire land / land rights, that are required for the construction, permanent apparatus and ongoing future maintenance. The respondent's property lies mostly outside the Order Limits which means National Grid would not be able to compulsory purchase this land.			X	
10-51.19	Concern that if lines are buried to the north of the respondent's home, the woodland would be at risk of being compulsory purchased	To ensure that the Project can be built National Grid would apply for compulsory purchase powers as part of the Development Consent Order (DCO). National Grid, in line with the Planning Act will only seek to acquire			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		land / land rights, that are required for the construction, permanent apparatus and ongoing future maintenance. The woodland referred to by the respondent lies mostly outside the Order Limits and therefore cannot be compulsory purchased by the Project.				
10-51.20	Concern over proximity of pylons TB249 & TB253 due to its proximity to residential property and the visual impact the Grade II Listed Farmhouse / Request pylons TB249 to TB253 are realigned to the north or the south and further east	National Grid has reviewed the suggestion for the alignment to be moved further from the Grade II listed farmhouse. Alternatives are either to follow the 132 kV overhead line, or alternatively, to pass to the western side of Saffron Gardens, In the absence of new evidence or the identification of further factors, the reasons for not preferring a route close to or adopting the 132 kV overhead line, as set out in the 2023 and 2024 Design Development Reports (available on the Porject website) remain valid. There is insufficient space between residential properties as well as constraints from previous minerals and landfill workings and the routeing of a gas pipeline. Routeing closer to Cholley's Farm increases heritage effects and transfers community impacts to other residential properties. For these reasons no change is proposed. Through routeing and siting, National Grid has sought to reduce as far as practical the potential impacts on the historic environment including listed buildings such as Linstead Farm Cottages (1119792). The pylons could not be moved further north, south or east as this would lessen the distance between other listed buildings and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the pylons, which would have increased the impacts to them.				
10-51.21	Concern about pylons TB257 and TB258 impact on Maple Park and development of a vineyard	National Grid notes the respondent's feedback. The position of TB257 and TB258 would not have an impact on the use of Maple Park for recreation. At present National Grid is not aware of any planning applications in place to change the use of the site. If the landowner progresses with the development of the site into a vineyard, National Grid will continue to work with the landowner in regard to mitigation and possible impacts. Vineyards and overhead lines can coexist, and if a landowner would like to understand more about developing around overhead lines, they should refer to the National Grid document '*Design guidelines for developing near pylons and high voltage overhead power lines'* A copy of which is available on the Project website.			X	
10-51.22	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report (document reference 5.15), published as part of the Development Consent Order (DCO) application.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Economic/ Employment Impact						
10-51.23	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.	X	X	X	
Environmental Impact						
10-51.24	Concern about negative impact of the Project on the Green Belt(s)	To facilitate the Project, it would be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS)			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1 - A summary of the Holford Rules is provided within Appendix I22 of this report). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which				

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		they pass and leave a large majority of the land beneath them free from development and therefore open. The Planning Statement (document reference 5.6), submitted with the application for development consent, includes an assessment of the Project against Green Belt planning policy (as contained in National Policy Statement EN-1 and the National Planning Policy Framework).				
10-51.25	Concern that the Project will impact SSSIs	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). The Project avoids all direct impacts on SSSIs, with no long-term negative impacts anticipated on any SSSIs as a result of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. National Grid will continue to engage with Natural England.			X	
10-51.26	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard		X	X	

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		15 m buffer from construction activities has been applied wherever practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An Ancient Woodland and Veteran Tree Strategy is included as part of the Outline Landscape and Ecological Management Plan (LEMP) (see Appendix B of the Outline LEMP (document reference 7.4)). The Outline LEMP (document reference 7.4) has been developed in consultation with relevant stakeholders including Natural England and local planning authorities.				
10-51.27	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as local wildlife sites (LWS), Royal Society for the Protection of Birds (RSPB) reserves and Special Protection Area (SPA's). Whist there are no impacts on RSPB reserves, potential direct and indirect impacts on LWS's and SPA's within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). SPA's and the associated impact on birds has also been considered		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		within the Habitats Regulations Assessment Report (HRA) (document reference 5.3).				
10-51.28	Concern that the Project will result in a negative impact on the environment / countryside generally (no details given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for example through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.				
10-51.29	Concern that the Project will impact conservation area	The potential for the Project to affect the setting and significance of Conservation Areas has been comprehensively assessed in accordance with established best practice and guidance such as Good Practice Advice Note 3: The Setting of Heritage Assets (Historic England, 2017) and other relevant policy and guidance such as Conservation Principles (Historic England, 2008) and relevant planning policies including the Overarching National Policy Statement for Energy (EN-1).	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		The assessment methodology and its application have been discussed with and agreed by key heritage stakeholders, including Historic England and relevant local planning authorities, through the Scoping process and subsequent thematic working group meetings. This collaborative approach has ensured that the assessment is robust, proportionate, and in line with expectations. Each Conservation Area potentially affected by the Project has been individually assessed for both direct and indirect effects, including impacts arising from change to setting. These assessments are presented in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11), supported by detailed mapping and analysis in the Historic Environment Baseline Report (Appendix 11.1, document reference 6.11.A1). The methodology considers all relevant aspects of significance, including historical, architectural, and evidential values, as well as the contribution of setting to that significance. Where adverse effects on the setting of Conservation Areas have been identified, the Project has sought to reduce these through route refinement and design evolution. This includes, where appropriate, adjustments to pylon locations, alignment shifts, and the development of mitigation proposals in the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		We are therefore confident that the assessment of impacts on Conservation Areas has been carried out to a high standard and that appropriate measures have been taken to mitigate any identified adverse effects.				
Financial Compensation						
10-51.30	Concern that the Project will devalue property / impact on property value in this section	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.				
10-51.31	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).				
10-51.32	Request that National Grid purchase respondent's property / business	National Grid is not required to purchase any properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.			X	
Health, Safety and Wellbeing						
10-51.33	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they			X	

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		would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and looks to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid has followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.				
Heritage						
10-51.34	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment		X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-51.35	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Environmental Statement (ES) Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). In some areas archaeological trial trench evaluation has been undertaken and is reported in Environmental Statement (ES) Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage,	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		including appropriate mitigation measures and techniques. and to take their views into account during Project development.				
Mitigation						
10-51.36	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation (and maintenance) of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Public Rights of Way (PRoW)						
10-51.37	Concern about negative impact on PROW / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.		X	X	
Requests						
10-51.38	Request for further impact surveys in this section	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance)	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.				
10-51.39	Request to understand why Orsett Golf Club was not included in the change	Orsett Golf Club was included in our targeted statutory consultation Thurrock 3 – proposed changes to connection at Tilbury which ran from 18 March 2025 to 17 April.			X	

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Tourism						
10-51.40	Concern about impact of the Project on tourism	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).		X	X	
Visual Impact						
10-51.41	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and	X	X	X	

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		visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable. The proposed East Anglia Connection Node (EACN) substation is required to connect customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at				

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		locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity. Landscape mitigation is proposed within Environmental Areas around substations and CSE compounds. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.				
Wildlife / Ecology Impact						
10-51.42	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8)	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		assesses the effects on important ecological receptors (which includes protected plants, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		we will consider all offsite options that are available to us.				
10-51.43	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		techniques have been secured, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.				
10-51.44	Suggest ecological enhancements as part of the Project	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This			X	

Thurrock 1 Change feedback (Targeted Consultation)

Table 10-52 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change						
10-52.1	Oppose the proposed change - Thurrock 1 (generally)	National Grid notes the respondent's feedback.			X	
10-52.2	Support the proposed change - Thurrock 1 (generally)	National Grid notes the respondent's feedback.			X	
10-52.3	Oppose the haul road route running west-east from the main haul route north south between pylons TB233 and TB234. Suggest that the haul road should be on the same route as the permanent access route	National Grid notes the respondent's feedback. The haul road is proposed at the southern edge of the field as the haul road is routed from south to north in this location so routing along the southern edge of the field to the temporary construction compound is the shortest most direct route and thus does not use the same route as the permanent access at this location. We are therefore not proposing a change to the haul road at this location.			X	

Thurrock 2 Change feedback (Targeted Consultation)

Table 10-53 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Design Change						
10-53.1	Oppose the proposed change - Thurrock 2 (generally)	National Grid notes the respondent's feedback.			X	
10-53.2	Support the proposed change - Thurrock 2 (generally)	National Grid notes the respondent's feedback.			X	
10-53.3	Suggest that Pylon TB237 is relocated to the west of the existing pylons, increasing the distance from the respondent's property at Doesgate Lane by 100 m	National Grid notes the respondent's feedback. The alignment is proposed to follow close to the eastern side of the existing 132 kV overhead line. Crossing to the west of the existing overhead line would require part of it to be placed underground, as well as introducing additional angle pylons which would be less consistent with the Holford Rules (see Appendix I22 of this report). Crossing to the west of the 132 kV overhead line would also take the alignment too close to Thurrock Airfield to maintain a distance to enable continued operation. A Landscape and Visual Impact Assessment has been completed for the Project and can be found within the Environmental Statement (ES). The LVIA is presented in the Environmental Statement (ES), Chapter 13:			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. The effects from the alignment in this area are not assessed to be at a level to justify replacing the 132 kV overhead line with underground cable.				
10-53.4	Request the route is relocated away and to the east of the respondent's property / Criticism that there is no clear justification for routing the Project through the respondent's property on aviation safety (or other) grounds	Routeing decisions are guided by the presence of homes, environmental features and constraints and informed by consideration of the Holford Rules (see Appendix I22 of this report). The routeing of the pylons over the respondent's farm has been modified in response to aviation risks, with those risks being reduced by the adoption of a low height pylon design and routeing parallel to the existing 132 kV lattice pylon. This has changed the route to oversail the respondent's farm. Following further engagement, National Grid are proposing to modify the detailed arrangements to reduce the interaction with the on-site water disposal. This can be achieved through removing the need for fencing within the field at this location and also moved the haul road alignment to more closely follow the edge of fields. In combination with some flexibility in working arrangements to utilise periods where no applications are being made, we do not expect any substantive constraint to the existing business. On this basis no further change to the alignment is proposed.			X	X
10-53.5	Request pylon TB244 is relocated to the north of its current location to (what.3.words location	National Grid notes the respondent's feedback. We have included a commitment within our Development Consent			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	///gums.invite.moving) on the boundary of the affected field to mitigate the visual impact on Wyfields Farmhouse and the agricultural operations in the field	Order (DCO) application (Outline Code of Construction Practice (CoCP) (document reference 7.2)) to move pylon TB244 (now TB245) north as close to the field boundary as possible.				
Visual Impact						
10-53.6	Concern the proposed change will result in extra 50 m pylons in the view of the respondent's property, whilst there are currently pylons in view they are not obstructing the view	National Grid has sought to reduce, as far as practicable, impacts on the environment through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. The Project would be located to the west of the respondent's property at a distance of approximately 0.4 km to the nearest pylon. The Project would be closer than the existing 132 kV overhead line which is present in baseline views. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA) and is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). An assessment of effects on people's views is provided in the Environmental Statement (ES), Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The respondent's property is within Visual Receptor Area			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		(VRA) H2 Horndon on the Hill. The assessment concludes that there would be significant effects within VRA H2, up to a distance of approximately 1.5 km.				

Thurrock 3 Change feedback (Targeted Consultation)

Table 10-54 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Construction Impacts						
10-54.1	Concern about the impact of Pylon TB257, the proposed haul road and scaffold construction area on Orsett Quarry (e.g. impacts on operational efficiency such as delays and temporary closures, ecology, future expansion of the quarry, financial implications, health and safety impacts given cumulative traffic volumes for the quarry and the Project), including impact on compound area (e.g. unable to rearrange infrastructure within the compound area to make space for National Grid traffic without significant impact)	National Grid notes the respondent's feedback but thinks there may be some confusion over pylon numbering. Pylon TB257 is located approximately 250 m north of the quarry site. Pylon TB258 was previously located within Orsett Quarry compound area. However, in response to previous feedback, this has been moved north to fall outside of the quarry. However temporary works during construction would still be required in the quarry site. Due to the angle of the crossing of Buckingham Hill Road we would need to install crossing protection (scaffold and netting) across the road with the scaffold structure positioned within the quarry site. Additionally, the area direct to the east of the quarry compound site may be needed for the stringing of overhead line conductors. As National Grid and its appointed contractors develop the detailed design and construction methodology, we would continue to engage with the quarry to reduce impacts where possible. Where this is unavoidable, temporary measures or compensation would be agreed.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-54.2	Suggest that Lower Thames Crossing (LTC) reserve the right to for National Grid to install different or additional crossing protection to that shown to accord with the development of the LTC at National Grids expense / Suggest the siting of crossing protection inside of the LTCs Order Limit Boundary for the purpose of constructing Norwich to Tilbury is subject to agreement with the LTC	National Grid acknowledges Lower Thames Crossing's (LTC) request that the installation of any crossing protection within LTC's order limit boundary for the purposes of constructing the Project should be subject to agreement with LTC, and that LTC reserves the right to require different or additional crossing protection where this is necessary to accord with the development of the LTC. National Grid agrees in principle to this approach and would continue to engage with LTC through technical discussions and programme coordination to ensure that crossing protection arrangements are appropriately planned, agreed and implemented. The scope and specification of any such protection, along with associated responsibilities, would be discussed and managed through this ongoing engagement.	X		X	
10-54.3	Concern that Lower Thames Crossing (LTC) have consented provisions to divert existing utility networks between Muckingford Road and Long Lane that will need to be considered by National Grid in the developing designs or provide suitable provisions acceptable by the asset owner in consultation with LTC, to discuss any associated impacts as part of National Grid's Consent	National Grid acknowledges Lower Thames Crossing's (LTC) concerns regarding consented provisions to divert existing utilities between Muckingford Road and Long Lane. All known existing utility assets and known utility asset diversions as part of the consented LTC Development Consent Order (DCO) have been accounted for in the design of the Project. Direct clashes have been avoided with the positioning of our proposed infrastructure. We are in consultation with the utility asset owners and would continue to coordinate our requirements with the consented and developing detailed designs of the LTC	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		project in order to reach satisfactorily working solutions for both projects with reference to permanent assets but also phasing of the works.				
Consultation						
10-54.4	Criticism of consultation materials on this change (Thurrock 3)	National Grid notes the respondent's feedback. Thank you for making us aware of the inaccuracies in the mapping information relevant to Orsett Golf Course. However, the findings from the relevant assessments that are set out in the document remain accurate. As the Project proposals were being refined, we did not have finalised construction timelines to include in the consultation materials. Updated information about the construction of the Project is included within our Development Consent Order (DCO) submission. The proposed change at Thurrock 3 did not change the Project timeline provided in other materials and available on the Project website. Our consultation materials included information on how the Project would interact with the Lower Thames Crossing (LTC) in the area, should both projects be granted consent. During the targeted consultation, LTC was granted development consent by the Secretary of State. Updated information on interaction with LTC is included in our DCO submission. An indicative construction programme is presented in Chapter 4: Project Description (document reference 6.4)	X	X	X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of the Environmental Statement (ES). Should consent be granted, it is anticipated that construction of the Project would commence in 2027 and continue for four years through to 2031 (including demobilisation). Regular updates are undertaken to ensure the most up to date information on designated sites, including Sites of Special Scientific Interest (SSSI), is considered as part of our application. To our knowledge through extensive consultation with Natural England the information presented on SSSI's is the most up to date available. Full details on designated sites and specifically SSSI's are provided within the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8).				
10-54.5	Concern that the Project will have a detrimental impact on the delivery of the Lower Thames Crossing (LTC), due to lack of further detail about the construction programme and lack of guarantee that the Project will not affect LTC's Works	National Grid acknowledges the concerns raised regarding the potential for the Project to impact on the delivery of the Lower Thames Crossing (LTC), particularly in relation to construction programme detail and interface management. Development of the construction programme for the Tilbury North substation works and associated reconfiguration of the ZB and YYJ overhead lines is progressing. Programme assumptions have informed the Environmental Impact Assessment (EIA), the targeted consultation materials, and the Construction Access Plans, and would continue to be refined through engagement with stakeholders, including LTC.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		National Grid fully recognises the importance of effective coordination with LTC to avoid uncoordinated land occupation or construction overlaps. National Grid is planning a joint programme planning workshop with LTC to review current assumptions, identify key interface points, and support coordinated sequencing of construction activities. National Grid is committed to working constructively with LTC to ensure that both projects can be delivered concurrently without avoidable conflict and would continue to engage positively through programme discussions and the development of an agreed Statement of Common Ground.				
10-54.6	Suggest National Grid and Lower Thames Crossing (LTC) develop proposals together to ensure both projects can be delivered concurrently	National Grid welcomes Lower Thames Crossing's (LTC's) proposal to work collaboratively to develop a coordinated approach to delivery of the Project and the LTC. National Grid fully supports the principle of ensuring that both projects can be delivered concurrently in a coordinated and efficient manner and is committed to working with LTC to achieve this. National Grid has held an initial joint workshop with LTC to support programme planning and sequencing discussions, and to identify and address key interface points between the two projects. National Grid would also ensure to continue to engage positively with LTC through programme coordination and the development of an agreed Statement of Common Ground to record and support this collaborative approach.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-54.7	Request engagement with National Grid at the earliest opportunity regarding proposed protective provisions required to deliver Norwich to Tilbury that overlap, conflict or modify the proposals of Lower Thames Crossing (LTC) / Note that all modifications required to the LTC Development Consent Order (DCO) are to be developed, agreed and consented by National Grid as part of the Norwich to Tilbury DCO	National Grid acknowledges Lower Thames Crossing's (LTC's) request for early engagement regarding potential modifications to the LTC Development Consent Order (DCO) required to enable delivery of the Project. National Grid supports the principle that any such modifications would be developed in consultation with LTC and secured through the Norwich to Tilbury DCO. National Grid would continue to engage with LTC to ensure that any areas of overlap, potential conflict or required modifications are identified, discussed and managed in a coordinated manner. This would be supported through technical engagement, programme coordination, and the development of an agreed Statement of Common Ground and Protective Provisions.	X		X	
10-54.8	Request National Grid engage in joint discussions (partnering with Lower Thames Crossing (LTC)) with UK Power Networks, the owner of the PAB Route, to realise any opportunities that may exist to undertake works at the same time - as LTC requires works to UK Power Networks PAB Route (PAB12 through PAB19 – Work No OH5) and Norwich to Tilbury require works to PAB20 to PAB23	National Grid requires UK Power Networks to reconfigure their PAB route from PAB20 to PAB23. This would be delivered by UK Power Networks, and we expect that they would coordinate and optimise network access and works for both projects. National Grid will reach out to commence UK Power Networks engagement on these collaborative discussions. National Grid is committed to supporting this process with UK Power Networks wherever of benefit to the efficient delivery of both projects.	X		X	
10-54.9	Request further discussions regarding the areas around the proposed substation and Orsett Golf	National Grid acknowledges the request and has held a workshop with the Lower Thames Crossing (LTC)	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Course to ensure proposals for 'environmental areas' promoted by National Grid align with commitments and requirements of the Lower Thames Crossing (LTC) DCO and achieve the intended function as promoted by LTC / Requests the Project determines mitigation of impacts where LTC's proposals cannot be delivered in accordance with National Grid's proposals	project team to resolve these matters. National Grid would continue to engage with the LTC project team to discuss and agree a way forward where the Project interacts with LTC's mitigation proposals.				
10-54.10	Request that the proposed permanent access route from Brentwood Road is coordinated with Lower Thames Crossing (LTC) to ensure a solution that affords the requirements of both projects and access to Brook Farm and gas infrastructure is maintained during construction and operation of both projects / Request National Grid consent any eventuality to which the parties agree	National Grid is continuing to coordinate with Lower Thames Crossing regarding the location of all access and crossover bellmouths to ensure that the designs are coordinated.	X		X	
10-54.11	Request that the proposed haul roads are coordinated with Lower Thames Crossing (LTC) (as they conflict with LTC's proposals) / Request to work with National Grid to come to a solution that benefits both projects and affords diversions of the same lines required by LTC (Work No OH6 as shown on sheets 24, 27, 28, 29, 33 and 34 of the works plans and OH7) and mitigate impacts to third party land, archaeology and the environment, associated with the haul roads	National Grid is continuing to coordinate with Lower Thames Crossing (LTC) regarding the location of all proposed access routes, site access points (bellmouths) and crossover points (bellmouths) where there is an interface between the two projects, to ensure that the designs are coordinated. National Grid is applying for Order Limits that would allow its proposed temporary haul roads to be coordinated with LTC.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-54.12	Concern that proposals of Norwich to Tilbury as shown on Sheet D do not accord with the proposals of the Lower Thames Crossing (LTC) (2.6 Works Plans Sheets 28 & 29) within this region / Concern that the proposals at Sheet D do not reflect the site as proposed nor the rights and facilities that are to be afforded to National Grid as part of the LTC DCO by virtue of Work No OH6 and OH7	National Grid has accounted for a "with" and "without" Lower Thames Crossing (LTC) scenario in the targeted consultation and Development Consent Order (DCO) submission materials. The design shown is based on the existing assets, however the Limits of Deviation (LoD), Order Limits, land rights and Schedule 1 of the draft DCO have been developed such that the Project can switch to the design that reflects the changes to the YYJ and ZB overhead lines as proposed in the consented LTC DCO. National Grid agrees in principle to work with LTC to ensure that these matters are appropriately addressed, and that any necessary adjustments or clarifications are identified through ongoing technical engagement and programme coordination. This would include ensuring that the proposals fully reflect and respect the rights and facilities afforded under the LTC DCO and that any potential discrepancies are resolved in coordination with LTC.	X		X	
10-54.13	Request a coordinated approach with Lower Thames Crossing (LTC), to shared access areas (or those in proximity) to the Local Road Network (LRN), intended to be utilised by both the LTC and Norwich to Tilbury or in instances where works would impede other users of the LRN with an aim to mitigate impacts on the A1013 Stanford Road, Buckingham Hill Road, Hoford Road, Brentwood Road,	National Grid is continuing to coordinate with Lower Thames Crossing (LTC) regarding the location of all access and crossover bellmouths to ensure that the designs are coordinated and feasible.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	Muckingford Road, Heath Road and Gammonsfield Way					
10-54.14	Request National Grid to attend the Traffic Management Forum which will be established as part of Lower Thames Crossing's (LTC) Control Plan, for any instances where both projects overlap	National Grid will review attendance of the Traffic Management Forum when traffic interfaces and arrangements are finalised. We acknowledge that close coordination is required where projects may overlap.	X		X	
10-54.15	Request National Grid engage and agree a landowner engagement strategy at the earliest opportunity, as Lower Thames Crossing (LTC) and Norwich to Tilbury have overlapping demands on third party land which may give rise to ambiguity for landowners	The Project's land project manager has met with the Lower Thames Crossing (LTC) lands team to have an initial discussion on a number of matters, which included the need to agree on a joint landowner engagement strategy. Further meetings are planned to agree on the details of the strategy and then implementation.	X		X	
Design Change						
10-54.16	Oppose the proposed change - Thurrock 3 (generally)	National Grid notes the respondent's feedback.	X		X	
10-54.17	Support the proposed change - Thurrock 3 (generally)	National Grid notes the respondent's feedback.	X		X	
10-54.18	Suggest that the Project is re-routed so that the pylons run parallel of the 17th hole, and then across the back of the 17th tee instead of in front (e.g. as National Grids proposal to move the pylons 100 yards further back is not sufficient as golfers could still hit the overhead lines as they would only be 240 yards away from the tee at Orsett Golf Course, and	There has been some misunderstanding by the respondent about constraints with ancient woodland being of more concern to routeing further to the south of the golf course and not being a factor around the course itself. Routeing across the back of the 17th tee transfers impacts to adjacent land and would substantially impact an aggregate recycling facility to the possible extent of			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	the pylons would now only be 180 yards from the 16th tee). Criticism that respondent has been told this is not possible due to ancient woodland, however the respondent questions this claim, stating it is not ancient woodland, an Orsett Golf Club offer to plant 10 trees elsewhere for every one that would need to be knocked down to do this	closure. National Grid has continued to engage with Orsett Golf Course and, with the assistance of an independent golf course designer, has reached a conclusion that an overhead line crossing the golf course at a distance of around 240 m from the rear of the 16th and 17th Tees that does not interfere with play is the preferred basis for the Project. This change would be made within the Limits of Deviation and Order Limits. National Grid hopes to agree a Statement of Common Ground with the golf course with discussions ongoing. A change has been made to the alignment on this basis.				
10-54.19	Suggest the Project is re-routed over the very end of Orsett Golf Course (e.g to reduce visual impact, reduce impact on golf activities)	National Grid has considered a range of design alternatives crossing over the end of Orsett Golf Course. Routeing across the back of the 17th Tee or 16th green either transfers impacts to adjacent land and would substantially impact an aggregate recycling facility to the possible extent of closure or requires substantial shortening of the holes to facilitate pylon positioning. National Grid has continued to engage with Orsett Golf Course and, with the assistance of an independent golf course designer, has reached a conclusion that an overhead line crossing the golf course at a distance of around 240 m from the rear of the 16th and 17th Tees that does not interfere with play is the preferred basis for the Project. A change has been made to the alignment on this basis.			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-54.20	Suggest that the power station at Tilbury should be re-constructed to generate the electricity on site at Tilbury	It's important to note that National Grid Electricity Transmission operates as the transmission system operator for England and Wales, not as an electricity generator. We do not build, own or operate electricity generation facilities. The development of new power stations is undertaken by independent power generation companies within the competitive electricity market. Our role is to transport electricity efficiently and reliably from where it is generated to where it is needed across the country. Norwich to Tilbury Project specifically aims to: Connect new offshore wind generation from the East Anglian coast to the national transmission network. Reinforce the regional transmission system to accommodate increasing renewable energy capacity. Support the UK's net zero targets by enabling the integration of clean energy sources.			X	
10-54.21	Suggest the Project uses underground cables from A127 south to the substation	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in*			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project from the A127 to the substation would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.				
10-54.22	Request that underground cables are used or that the Project is re-routed to the north and east (e.g. to mitigate impact on the landscape, surrounding environment, and existing and proposed communities such as Chadwell St Mary)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due			X	

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		consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at Chadwell St Mary would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. We do not consider re-routeing to be feasible either as a means to get to Tilbury Substation or to get to Tilbury North substation. Alternative routes to Tilbury Substation still encounter the same issue of traversing the freeport area so do not meet the need. Alternative routes to Tilbury North substation are restricted by the presence of residential areas and other existing infrastructure. On this basis no change is proposed.				

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10-54.23	Concern that the temporary realignment of the YYJ line cuts through a significant cropmark complex. Suggest that the cropmark evidence should be used to design the temporary pylon locations so that the cropmark complexes are avoided	National Grid's routeing and siting process included a detailed review of all known and potential non-designated heritage assets within and immediately around the Order Limits, using Historic Environment Record data, historic mapping, aerial and LiDAR imagery, field-walking, geophysical survey and targeted trial trenching. The cropmark complex referred to has been recorded, mapped and evaluated through this programme. Our approach to screening, evaluating and, where necessary, scoping-in non-designated assets (including extensive cropmark landscapes) was set out in the Historic Environment Method Statement, discussed with Historic England and the relevant local planning authorities through the Archaeology Working Group, and agreed as an appropriate and proportionate methodology. Where temporary works, such as the YYJ diversion pylons, unavoidably intersect areas of archaeological potential, the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) sets out a programme of archaeological mitigation to ensure that any remains affected are fully investigated. On this basis we are confident that the potential effects on the cropmark complex have been properly considered and that suitable, agreed mitigation is in place to safeguard the archaeological interest of the site.		X	X	

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10-54.24	The changes to remove 4.5 km of underground cable, avoids the former proposed underground cable crossing the Tilbury Loop Line and a number of interfaces with the respondents rising mains that follow the same corridor that would have presented challenges when considering further detailed designs and technical assurance on the interface or the potential need for diversions of these assets. However, the amended red line boundary to incorporate the proposed amendments to restring YYJ and ZB overhead lines will include land with the respondent's underground assets including wastewater and surface water sewers. The new underground cable route for part of ZB overhead line and the associated cable sealing end compounds may directly interface with a surface water sewer and wastewater (foul) sewer, that would lead to diversions of the respondent's assets. The need for third party utilities diversions and/or modifications is noted in the Design Development Report (1.2.12) and Environmental Implications report (1.3.2 and 1.3.7)	National Grid notes the respondent's feedback and is aware of the wastewater and surface water sewers. Utilities information has been mapped for the Project, and these assets have been avoided as far as practicable. Where unavoidable, National Grid and their contractors would work with utility providers to ensure that services remain unaffected. In some cases, this may result in diversions. Crossing of underground utilities (both public and private) is normal practice for underground cable installation. Underground cable installation can normally be conducted without compromise to existing utilities. Detailed site investigations would be undertaken prior to construction to determine the location and nature of existing utilities. To facilitate the Project, National Grid does not anticipate a diversion to the asset near the southern Cable Sealing End (CSE) compound. From the available mapped utility information, the asset is located approximately 10 m from the corner of the CSE compound. Detailed site investigations would be undertaken prior to construction to determine the location and nature of existing utility to confirm if a diversion is required. Additionally, for the entire overhead line route of the Project, National Grid has positioned pylons such that they are adequately offset from known mapped underground assets. Any that are crossed by the	X		X	

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		proposed access routes or working areas would be identified and protected in accordance with the relevant utilities requirements. In this particular, National Grid has also proposed both overhead line and underground assets in locations that do not clash with utilities diversions as proposed in the Lower Tames Crossing (LTC) Development Consent Order (DCO). National Grid would continue to engage and coordinate Project design and phasing with LTC and utility providers through examination, detailed design and construction of the Project.				
10-54.25	Suggest that the Project is straightened and remains on the west side of Buckingham Hill Road (e.g. this would be least disruptive and more cost effective). However, if it is deemed necessary to cross onto the east side of Buckingham Hill Road, suggest that the associated haul road and crossing protection area is relocated north, onto the land where Pylon TB258 is currently situated	National Grid has considered the respondent's feedback and we have reviewed multiple alternative alignments in this location. Due to the presence of Buckingham Hill Road landfill, which does not provide suitable ground conditions for pylon construction, we do not consider it possible to avoid a route to the east of the road. We do propose to progress with an extended Order Limit to the west to retain the potential to position a pylon on the household recycling site (which may not be made ground) but this would only progress if an alternative site for such a facility comes forward in an appropriate timescale and if the recycling site is confirmed to have suitable ground conditions. The crossing protection needs to be positioned where the overhead line conductors cross the public highway and thus is subject the final positioning of the overhead			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		line. Access to such areas is required to construct the crossing protection (scaffold).				
10-54.26	Suggest that either the Project line is straightened between Pylons TB255 and TB258, keeping the line to the west side of Buckingham Hill Road (as this land may be landfill), or that the line is straightened between Pylons TB255 and TB258, with the pylon situated on the hardcore yard on the west side of the road to avoid encroaching upon the Thames Estuary Site of Special Scientific Interest (SSSI) notification project area (e.g. potentially removing the need for an additional pylon, offering a potential cost-saving opportunity for National Grid; to eliminate the necessity for substantial disturbance compensation payments; to remove impact from Maple Park to the north, a valued public open space that is scarce in this part of Essex; to increase the distance from the gas pipe, reducing health and safety concerns)	National Grid has considered the respondent's feedback and we have reviewed multiple alternative alignments in this location. Due to the presence of Buckingham Hill Road landfill, which does not provide suitable ground conditions for pylon construction, we do not consider it possible to avoid a route to the east of the road. We do not consider that either the Sites of Special Scientific Interest (SSSI) possible notification, nor the use as a community space would be materially compromised by the routeing.			X	
10-54.27	Criticism relating to the following Tilbury North substation locations that were rejected. - Locations 4 and 5 were rejected based on limited evidence or partly on impacts of lesser significance, such as the Southfields Opportunity Area which is not a preferred allocation in the Local Plan. - Locations 1 and 2 were disregarded due to the	Decision making has been made based on multiple factors which are set out in the 2025 Design Development Report (document reference 5.15). The respondent may disagree with the inclusion of certain factors but in the case of location 4 the removal of the Southfields Opportunity Area would not change the residual position that this would have greater effects or require additional undergrounding to connect into existing overhead lines so was less preferred. Likewise,			X	

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	original scoping for the scheme being flawed and because the locations had not been surveyed, as opposed to being discounted due to performing less well	site 5 requires more connection infrastructure at considerable additional cost, Sites 1 and 2 do not meet the need case on delivery programme. For these reasons no change is proposed.				
10-54.28	Concern that when selecting the preferred location for the Tilbury North substation, National Grid has not fully assessed the alternative connection options that might limit impact on existing and expanded new communities at Chadwell St Mary / Suggest that National Grid assess using lower lying land further away, land in the Lower Thames Crossing (LTC) corridor that may be available, and/or using slightly longer sections of underground cables (e.g. to minimise localised significant long-term impacts on Chadwell St Mary)	In response to feedback National Grid has considered an alternative arrangement moving the Cable Sealing End (CSE) compounds closer together onto the YYJ route with it connecting to the substation as underground cable but which incurs greater cost. This reduces the interaction with the proposed housing at Chadwell St Mary and also reduces engineering risks arising from uncertainty over Lower Thames Crossing (LTC) programme with consequent outage challenges. As some aspects require further resolution, wider Order Limits are taken forward but with National Grid strongly favour the modified alternative which goes someway to meeting the feedback by reducing the direct impact on the development footprint from an estimated 8 Ha to 3 Ha (but subject to further design review). Avoidance of all effects is not possible because of the particular constraints and programme uncertainties. This is explained in Chapter 11 of the 2025 Design Development Report (document reference 5.15)			X	X
10-54.29	The Development Consent Order (DCO) boundary to the east of Chadwell St Mary is extensive and should be reviewed to ensure that it only includes land required for permanent or temporary works	The Order Limits have been defined to encompass the land required temporarily to build the Project and permanently to operate the Project. The Order Limits include the Limits of Deviation (LoD), which represent			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		the maximum deviation for permanent infrastructure, such as overhead line, pylons, underground cables and substations. The LoD and Order Limits have been widened at this location to account for the change to the existing YYJ and ZB overhead line routes as per the consented Lower Thames Crossing Development Consent Order (DCO) and to allow flexibility of the design should the ongoing coordination between overlapping DCOs identify a change is required.				
10-54.30	Suggest that National Grid re-consider the undergrounding or moving the alignment / connection to YYJ further north or east of the existing route or to the north of the Lower Thames Crossing (LTC) route (e.g. this may also require a re-evaluation of location options other than location 3 for the Thurrock North Substation)	In response to feedback National Grid has reviewed moving the Cable Sealing End (CSE) compounds north or east or to the north of Lower Thames Crossing (LTC). These either do not allow the creation of additional space to reduce the land take of housing as the same connection to the YYJ is required or cannot meet the need case requirement for programme delivery or are at additional cost without material benefit. We also considered an alternative arrangement moving the CSE compounds closer together onto the YYJ route with it connecting to the substation as underground cable but which incurs greater cost. This reduces the interaction with the proposed housing and also reduces engineering risks arising from uncertainty over LTC programme with consequent outage challenges. As some aspects require further resolution, wider Order Limits are taken forward but with National Grid strongly favouring the modified			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		alternative which we consider goes someway to meeting the request.				
10-54.31	Suggest that the Cable Sealing End (CSE) compounds ae re-located further north or east away from Chadwell St Mary (e.g. to reduce the significant adverse landscape impacts and minimise impact on the development east of Chadwell St Mary). The Environmental Implications of Change Report notes that if the Lower Thames Crossing goes ahead then there is limited opportunity for screen planting around the CSE compounds. The Lower Thames Crossing (LTC) Development Consent Order (DCO) has since been granted and whilst there is no certainty regarding timings, given the limited opportunity for screening the CSE compounds, National Grid should consider alternative locations for these	In response to feedback National Grid has considered an alternative arrangement moving the Cable Sealing End (CSE) compounds closer together onto the YYJ route with it connecting to the substation as underground cable but which incurs greater cost. This reduces the interaction with the proposed housing and also allows for additional area for visual screening measures. It also reduces engineering risks arising from uncertainty over Lower Thames Crossing (LTC) programme with consequent outage challenges. As some aspects require further resolution, wider Order Limits are taken forward but with National Grid strongly favouring the modified alternative. Further detail of the decision making basis is set out in the Design Development Report (document reference 5.15) Significant adverse landscape effects resulting from the Project are reported in Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2) of the Environmental Statement (ES), in the East and West Tilbury Open Undulating Farmland Landscape Character Area (LCA), within which the CSE compounds are located, and through which the LTC development passes. Major landscape effects are reported within 0.5 km of the Project, reducing to moderate beyond 0.5 km, and minor (and not significant) beyond 1.5 km. It is likely that moving the CSE compounds to the north would			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		transfer the localised landscape effects resulting from the CSE compounds elsewhere within the same LCA. Both options cross farmland and field boundary vegetation. Both options would therefore result in similar effects on landscape features and key characteristics, and therefore there would be no change to the significance of effects on landscape character. Whilst paragraph 1.3.17 of the Environmental Implications of Change (Proposed Changes to Connection at Tilbury) (available on the Project website) notes that opportunities for mitigation around the proposed CSE compounds would be limited if LTC is consented, mitigation would still be achievable. Mitigation around substations, substation extensions and CSE compounds is detailed in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The tree planting strategy will prioritise replanting within the Order Limits, although offsite provision may be required. Further detail in relation to offsite planting is provided in the Outline LEMP. Additional planting may be considered within the Order Limits at detailed design stage, in locations such as around Tilbury North substation and the permanent access roads to the Tilbury North CSE compounds.				
10-54.32	Concern that the Project is located on high exposed areas of land, resulting in visual impacts and	National Grid has undertaken an Environmental Impact Assessment (EIA) which considers the landscape and			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	potential mental health and wellbeing impacts for the community of Chadwell St Mary. The respondent has particular concerns regarding the views along the proposed east west new public open space corridor/linear park that is part of their proposals. Suggest that National Grid should work closely with the respondent to ensure that permanent assets are designed so that they are compatible with and do not compromise proposals for green and blue infrastructure associated with the proposed development at Chadwell St Mary, as per paragraph 5.1.11 of the Overarching National Policy Statement for Energy (EN-1)	visual, and mental health and wellbeing impacts of the Project. Details of this assessment are presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement). Chapter 10: Health and Wellbeing (document reference 6.10) of the Environmental Statement (ES), includes an assessment of the impact of the Project in terms of both physical and mental health and wellbeing. Operational impacts assessed include those relating to visual amenity, noting that community mental health and wellbeing can be impacted by changes to landscapes and the views that exist as a result of the permanent visual changes the Project would bring. The assessment draws on findings from the Landscape and Visual Impact Assessment (LVIA) and specifically the Residential Visual Amenity Assessment (document reference 6.13.A4). This identified around 50 properties/property groups which are expected to experience visual change of a high magnitude; no properties were identified as breaching the Residential Visual Amenity Threshold. While it is acknowledged that a small minority of the population may be affected by changes in visual amenity and that change in quality of life may be moderate, this is considered to result in a minor adverse (not significant) health effect and would depend on an individual's ability to accept or respond to changes in their physical environment. The LVIA, presented in Appendix 6.3: Visual Baseline and Assessment of the Environmental Statement (ES)				

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		(document reference 6.13.A3), identifies likely effects on Visual Receptor Area (VRA) H5: Grays and Chadwell St Mary, in Section H. This VRA includes the area of settlement to the west of the proposed east/west linear corridor of open space that forms part of the proposals for another development. During construction, major and significant (adverse) effects are reported within 1.5 km of the Project, from the eastern edge of Chadwell St Mary, reducing to not significant within Chadwell St Mary and Grays. During operation year 1, within 1.5 km of the Project, moderate and significant (adverse) are reported from the eastern edge of Chadwell St Mary, reducing to negligible and not significant from further within Chadwell St Mary and Grays. During operation year 15, within 1.5 km of the Project, minor and not significant (adverse) are reported from the eastern edge of Chadwell St Mary, reducing to negligible and not significant from further within Chadwell St Mary and Grays. The neighbouring VRA H6: Southfields, (to the north of Chadwell St Mary) includes the proposed east/west linear corridor of open space that forms part of the proposals for another development. During construction, major and significant (adverse) effects are reported within 0.5 km of the Project, and moderate and significant (adverse) effects within 1.5 km				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of the Project, reducing to negligible and not significant within Southfields. During operation year 1, major and significant (adverse) effects are reported within 0.5 km of the Project, and moderate and significant (adverse) effects within 1.5 km of the Project, reducing to negligible and not significant within Southfields. During operation year 15, major and significant (adverse) effects, reducing to moderate and significant (adverse) around the Cable Sealing End (CSE) compounds and Tilbury North substation in the south, are reported within 0.5 km of the Project. Moderate and significant (adverse) effects within 1.5 km of the Project, reducing to negligible and not significant within Southfields. The neighbouring VRA H7: Linford (to the east of Chadwell St Mary), includes the proposed corridor of open space that forms part of the proposals for another development. During construction, major and significant (adverse) effects are reported within 0.5 km of the Project, and moderate and significant (adverse) effects within 1.5 km of the Project, reducing to minor and not significant (adverse) from the south of the VRA, reducing to negligible and not significant from within Linford and to the east of Linford. During operation year 1, major and significant (adverse) effects are reported within 0.5 km of the Project, and				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		moderate and significant (adverse) effects within 1.5 km of the Project, reducing to minor and not significant (adverse) from the south of the VRA and negligible and not significant from within Linford and to the east of Linford. During operation year 15, major and significant (adverse) effects, reducing to moderate and significant (adverse) around the CSE compounds and Tilbury North substation in the south, are reported within 0.5 km of the Project. Moderate and significant (adverse) effects within 1.5 km of the Project, reducing to minor and not significant (adverse) from the south of the VRA and negligible and not significant from within Linford and to the east of Linford. Mitigation around substations, substation extensions and CSE compounds is detailed in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The tree planting strategy will prioritise replanting within the Order Limits, although offsite provision may be required. Offsite tree planting is considered to be landscape compensation. Further detail is provided in the Outline LEMP (document reference 7.4). Additional planting may be considered within the Order Limits at detailed design stage, in locations such as around Tilbury North substation and the permanent access roads to the East Anglia				

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		Connection Node (EACN) and Tilbury North CSE compounds. Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6) submitted as part of the Environmental Statement (ES) provides details of the impacts to trees. In changing the connection arrangements, we have and will continue to engage with parties associated with the Chadwell St Mary development to reduce effects as far as possible. Those discussions have already identified an alternative solution that we have included within the Development Consent Order (DCO) application which we consider a preferred solution but this is subject to resolving certain technical aspects including with the Lower Thames Crossing project that is now consented.				
10-54.33	National Grid should provide details of the alternative options considered and the weightings given to different impacts as part of the assessment process. Impact on local communities and new homes in an area with severe housing need should be given considerable weight. The respondent recognises that the 'Design Development Report, Addendum for Proposed Changes' sets out the alternative locations that were considered for the new substation as a result of the need to avoid the Freeport, and reference is made to the potential impact on the Chadwell St Mary housing allocation, but alternative	In response to feedback National Grid has considered an alternative arrangement moving the Cable Sealing End (CSE) compounds closer together onto the YYJ route with it connecting to the substation as underground cable but which incurs greater cost. This reduces the interaction with the proposed housing and also reduces engineering risks arising from uncertainty over Lower Thames Crossing (LTC) programme with consequent outage challenges. As some aspects require further resolution, wider Order Limits are taken forward but with National Grid strongly favouring the modified alternative. We have set out details of the reasons for decision making on alternative locations considered in Chapter 3:			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	options for the infrastructure in the vicinity of the substation should also be set out	Alternatives (document reference 6.3) of the Environmental Statement (ES) as well as in the Design Development Report (document reference 5.15). We are not required to present all the details of all theoretical options as it would be disingenuous to present options that we are not in a position to progress because of National Grid's statutory duties.				
10-54.34	Early and extensive landscaping in the vicinity of the new Tilbury North substation should be a priority	Mitigation around substations, substation extensions and Cable Sealing End (CSE) compounds is detailed in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The Project would prioritise replanting for individual trees and small groups of individual trees within the Order Limits, although offsite provision may be required. Additional planting may be considered within the Order Limits at detailed design stage, in locations such as around Tilbury North substation and the permanent access roads to the East Anglia Connection Node (EACN) and Tilbury North CSE compounds. A landscape planting schedule would be created by the relevant main works contractor(s) for each environmental area, which would identify where advanced planting/habitat enhancement works ahead of or during construction can take place and where planting would be undertaken on completion of construction works (before operational use). The landscape planting			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		schedule would take account of timings relevant to the Environmental Impact Assessment (EIA) where practicable and other seasonal restrictions.				
10-54.35	The permanent access road from Brentwood Road should be relocated to minimise effects on new community of Chadwell St Mary. This area is critical for early delivery of the northern residential access and therefore the haul route connection east to High House Lane should also be removed from the proposals	National Grid acknowledges the feedback and is continuing to engage with the stakeholder regarding the planned access routes for the works east of Brentwood Road. Proposals for the Project and the stakeholder's development are being coordinated to accommodate all parties' requirements. We would continue to work with the stakeholder and the appointed contractor would work closely to ensure programmes are coordinated and disruption to the surrounding area is kept to a minimum.			X	
10-54.36	Extensive areas of environmental works are proposed on the respondent's land around the Brentwood Road and east towards Hoford Road. These areas are required for residential development and associated green infrastructure and biodiversity net gain. They should be removed from the plans and located elsewhere	National Grid acknowledges the feedback and is continuing to engage with the stakeholder regarding the planned access routes for the works east of Brentwood Road. Proposals for the Project and the stakeholder's development are being coordinated to accommodate all parties' requirements. We will continue to work with the stakeholder.			X	
10-54.37	In relation to temporary assets and construction routes the respondent requests that: 1. National Grid consider the re-alignment of temporary overhead lines east of Brentwood Road to ensure that they are moved as far north and east as possible (e.g. to mitigate impact on Chadwell St Mary).	In response to feedback National Grid has considered an alternative arrangement moving the Cable Sealing End (CSE) compounds closer together onto the YYJ route with it connecting to the substation as underground cable but which incurs greater cost. This reduces the interaction with the proposed housing and also reduces engineering risks arising from uncertainty over Lower Thames Crossing (LTC) programme with consequent			X	X

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	2. The plans are modified, and ongoing discussions take place to ensure that the respondent is not in any way restricted from constructing its main Brentwood Road access or delivering homes because of the Project. The National Grid Construction Access Plan (with Lower Thames Crossing (LTC) indicates a number of crossover bellmouths (TN-B008A and B009A) that conflict with the respondent's primary access on Brentwood Road. This access will need to be constructed early on (likely in 2027 / 2028) so that a connecting route can be made between this northern access and the proposed southern access on Linford Road to the south. There may be alternative options for National Grid's access locations and haul routes. The respondent would welcome a discussion about this with National Grid to arrive at a solution that works for the respondent, National Grid and also LTC. For instance, if LTC is delayed, National Grid should consider a construction route from the north, minimising impact on the respondents proposed access at Brentwood Road. If timing aligns with LTC, there may be options to secure joint construction routes	outage challenges. As some aspects require further resolution, wider Order Limits are taken forward but with National Grid strongly favouring the modified alternative which would reduce the required land take. National Grid acknowledges the feedback on access arrangements and is continuing to engage with the stakeholder regarding the planned access routes for the works east of Brentwood Road. Proposals for Norwich to Tilbury and the stakeholder's development are being coordinated to accommodate all parties' requirements.				
10-54.38	Suggest a site north of the A13 (i.e. Pylon TB253) would be a reasonable alternative for the substation while limiting impacts to the Lower Thames Crossing	National Grid notes the respondent's feedback. The suggested location north of the A13 would require two overhead lines to be constructed south to achieve the connection into Tilbury Substation. This would increase	X		X	

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	(LTC) environmental proposals and still achieve the same need case	effects between TB253 and the proposed substation location and incur additional costs. It is therefore less preferred, and no change has been made.				
10-54.39	Request that the new overhead line is constructed in such a manner that future operation and maintenance of those networks does not impede the operation of the A122 (a catenary support system is assumed suffice and is typical for these instances elsewhere on the network)	National Grid acknowledges the request to ensure that the new overhead line is constructed in a manner that would not impede the operation of the A122 and understands that a catenary support system is typically used to achieve this in similar circumstances elsewhere on the network. National Grid supports this objective and confirms that it is the intention that the crossing of the A122 would be designed and constructed in such a way as to avoid impeding the future operation of the road. The specific crossing protection solution, including use of a catenary support system where appropriate, would be determined through detailed design and would be discussed with Lower Thames Crossing through ongoing technical engagement and programme coordination to ensure that a suitable solution is agreed.	X		X	
10-54.40	Support for proposed change – Thurrock 3, as this mitigates Fort Road being part of the order limits. Fort Road is the only access road to Tilbury Fort, a site of significant economic and cultural value to Thurrock, and so temporary blockages of this road would have significant detrimental economic impacts	National Grid acknowledges the complexities of the overlapping land rights required to deliver both projects. Further discussions need to take place between both parties to agree provisions and programming so that both projects can coexist and progress in the required time frames. National Grid will continue to work with Lower Thames Crossing to discuss and progress these points.		X		

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10-54.41	Support for proposed change – Thurrock 3, as this mitigates access to the London Cruise Terminal in Tilbury (as previously presented). As access to the London Cruise Terminal will no longer be impacted, the proposed changes have an economic benefit	National Grid notes the respondent's feedback.		X		
Environmental Impact						
10-54.42	The Environmental Implications report identifies that the Tilbury North substation will require drainage (1.3.11). If a connection to the respondent's wastewater (foul drainage) network is required for the substation, a pre-development enquiry should be submitted to their drainage team via their InFlow service. The respondent would expect surface water management to follow the surface water disposal hierarchy to ensure that it is either harvested and reused on site or managed via SuDS. It is noted that the continuity of overland surface water paths is also proposed (1.8.44). Given the proximity of the respondent's sewers to the CSEs, the respondent emphasises the need to avoid any surface water flows adversely impacting on their assets such as causing hydraulic overloading	In line with the commitments described in the Outline Code of Construction Practice (document reference 7.2), proposals for managing surface water drainage from North Tilbury substation include a range of Sustainable Drainage Systems (SuDS) suitable to local site conditions, with discharge rates attenuated to greenfield, to avoid overloading of local drainage networks. Further details are provided in the Flood Risk Assessment (document reference 7.9) that has been prepared. Any requirement for a connection to the foul drainage network to serve the substation would be confirmed by the main works contractor(s) via the appropriate pre-development enquiry service.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Financial Compensation						
10-54.43	The respondent's requests that adequate compensation is given due to the heavy losses they will suffer if land is used for the proposed change route. The respondent also highlights that the change in route has lead to additional costs incurred to them such as consultant fees and will need to recover the monies from National Grid	National Grid would compensate affected landowners in line with the Compensation Code and on submission of a valid compensation claim. Reasonable and proportionate professional fees would be covered in line with the National Grid Land Rights Strategy.			X	
Health, Safety and Wellbeing						
10-54.44	Concern about the impact of the proposed haul road and crossing protection area on Ingrebourne Valley quarry compound area, significantly disrupting operations and creating health and safety risks	National Grid notes the respondent's feedback. Where the proposed haul road would interact with existing businesses, National Grid would continue to liaise with the relevant parties and seek to agree suitable mitigation and/or procedures, to lessen disruption and ensure safe working practices. The Outline Code of Construction Practice (CoCP) (document reference 7.2) controls how construction of the Project would be developed. The crossing protection (scaffold) is required to protect the highway during stringing of the overhead line conductors and is an essential element of safe working practices. National Grid's contractors would construct the Project in line with its relevant health and safety duties.			X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
Mitigation						
10-54.45	Concern that the area of proposed environmental mitigation north of ZB17T Brentwood Road is the site of the proposed Lower Thames Crossing (LTC) Compound CA6 and will be occupied by LTC during construction of the LTC and will not be available for Norwich to Tilbury in accordance to the programme of works / Request to work with National Grid where practical and feasible - LTC cannot commit to a date to vacate the site at this design development stage	National Grid is continuing to coordinate with Lower Thames Crossing (LTC) regarding areas of overlap and programme.	X		X	
Primary Access Routes / Haul Road / Construction Compounds						
10-54.46	Concern that the proposed access at Brentwood Road for the proposed substation would conflict with Lower Thames Crossing's (LTC) Compound CA6 and the proposed Brentwood Road construction (Work No 6D) and alignment of utility diversions (Work No MU40 and MU41)	National Grid is continuing to coordinate with Lower Thames Crossing (LTC) regarding the location of all proposed site access points (bellmouths) and crossover points (bellmouths) where there is an interface between the two projects, to ensure that the designs are coordinated. National Grid is applying for Order Limits that would allow its proposed site access points (bellmouths) to be coordinated with LTC.	X		X	
10-54.47	Suggest Lower Thames Crossing (LTC) and Norwich to Tilbury are delivered at the same time to mitigate specific interfaces at Brentwood Road / Suggest a	National Grid is continuing to coordinate with Lower Thames Crossing (LTC) regarding the location of all	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	PAR via Brentwood Road is coordinated if LTC is delivered first, with modifications to the site from Brentwood Road	access and crossover bellmouths to ensure that the designs are coordinated.				
10-54.48	Request that National Grid reconsider the siting of ZB17T, in agreement with Lower Thames Crossing (LTC), to a site that mitigates the potential to impact the delivery of the A122 / Request that National Grid remove any temporary foundations and reinstate land to previously occupied condition that interface with or in proximity of the LTC's proposed alignment or ancillary works horizontally and vertically	National Grid acknowledges the request regarding the siting of temporary pylon ZB17T and the importance of mitigating potential impacts on the delivery of the A122. National Grid is committed to working with Lower Thames Crossing (LTC) through programme coordination and technical engagement to ensure that the construction and removal of ZB17T is appropriately sequenced and coordinated with LTC's delivery requirements. This would form part of the joint work to develop a coordinated programme that supports the efficient delivery of both projects. National Grid also acknowledges the request to remove temporary foundations and reinstate land to previously occupied condition where such land interfaces with LTC's proposed alignment or ancillary works. National Grid would continue to engage positively with LTC to support coordinated delivery and effective interface management.	X		X	
10-54.49	Concern that Crossover Bellmouth TN-B001 (North) on Long Lane conflicts with the proposed Lower Thames Crossing (LTC) relocated Gammonfields Traveller Site (LTC DCO Work No 7R as shown on 2.6 Works Plans Sheet 29) and requires amending	National Grid is continuing to coordinate with Lower Thames Crossing (LTC) regarding the relative timings of works. TN-B001A is an optional access point if the planned schedule for LTC's works in this area is behind Norwich to Tilbury program. If LTC's works require the relocation of the Traveller Site and these works are	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		scheduled ahead of the Norwich to Tilbury, then we have identified an alternative bellmouth access, TNB001B. Therefore, we propose to take both options forward as part of our Development Consent Order (DCO) submission.				
10-54.50	Request coordination with Lower Thames Crossing (LTC) for routes across site from TN-B004A on Heath Road to Crossover Bellmouths TN-B005 and TN-B006 on Hornsby Lane due to the significant utility works required by the LTC around Hornsby Lane and ensure no impediment to the delivery of the LTC	National Grid is continuing to coordinate with Lower Thames Crossing (LTC) regarding the location of all access and crossover bellmouths to ensure that the designs are coordinated and feasible.	X		X	
10-54.51	Request coordination with Lower Thames Crossing (LTC) regarding the Primary Access Bellmouth TN-B014 on Buckingham Hill to mitigate any impediment to vehicle movements on Buckingham Hill Road	National Grid is continuing to coordinate with Lower Thames Crossing (LTC) regarding the location of all access and crossover bellmouths to ensure that the designs are coordinated and feasible.	X		X	
10-54.52	Request coordination with Lower Thames Crossing (LTC) regarding the Primary Access Bellmouth TN-B015 and TN-B016 on Muckingford Road due to conflicts with Work Nos 6B, MU35 and MU36 as shown on Sheet 24 of the LTC DCO Works Plans	National Grid is continuing to coordinate with Lower Thames Crossing (LTC) regarding the location of all access and crossover bellmouths to ensure that the designs are coordinated and feasible.	X		X	
Requests						
10-54.53	In relation to pollution prevention at Thurrock 3, request for National Grid to consider the	A range of pollution prevention and control measures applicable to the construction and operational phases of	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	environmental agency guidance to ensure that the measures proposed by National Grid provide suitable pollution prevention and, suggest that National Grid refer to the Environment Agency's guidance on water discharge permits. Additionally, suggest that a pollution incident response plan is put in place for the construction and operational phases of development (links to guidance provided by respondent)	the Project are set out within the Outline Code of Construction Practice (CoCP) (document reference 7.2). The measures have been set out with reference to good practice and Environment Agency guidance. Permits for water discharges, where these are required, would be obtained by the main works contractor(s) should the Development Consent Order (DCO) be granted.				
10-54.54	Request for National Grid to consider the following in relation to risk to groundwater associated with Thurrock 3: - Details of construction on the substation and its impacts to groundwater will need to be considered. - If piling is required for construction, a piling risk assessment will need to be undertaken. - Foundation depths and potential for intercepting shallow groundwater in the Thanet Sands Formation, a Secondary A aquifer will also require risk assessment and the potential for construction dewatering should also be considered at as early a date as possible in case an abstraction licence is required. - If the proposed substation is adjacent or within a historic landfill then the land contamination assessment will need reviewing	A groundwater risk assessment has been undertaken and is included within Appendix 9.3: Groundwater Baseline and Qualitative Groundwater Risk Assessment of the Environmental Statement (document reference 6.9.A3) which includes an assessment of the substation locations. In accordance with Commitment GH02 within the Outline Code of Construction Practice (CoCP) (document reference 7.2) a foundation works risk assessment would be undertaken at all locations where piled foundations are required, which would include an assessment of the foundation depths and the potential for them to intercept groundwater along within appropriate techniques and mitigation to minimise and avoid the risk of the introduction of new contamination and create new contamination pathways. In addition, in accordance with Commitment GH11, if dewatering is required following the detailed design a hydrogeological risk assessment would be undertaken, which would	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		include the potential impact of existing contamination such as historical landfills.				
10-54.55	Request the production of a series of drawings showing NGET proposals overlaid on to the Lower Thames Crossing (LTC) Works Plans (2.6 and 2,17) and General Arrangements drawings (2.5) to ascertain the potential impacts of each other being delivered concurrently and to mitigate the potential of LTC undertaking abortive works / Request production of a series of drawings for consultation specific to the proposed amendments to the LTC DCO granted 25 March 2025 proposed by NGET	National Grid acknowledges the request for overlay drawings to support coordinated interface management between the Project and the Lower Thames Crossing (LTC), and to mitigate the risk of abortive works. National Grid is liaising with LTC with regards to the provision of overlay drawings, prepared using available information on both projects, to support coordinated delivery. National Grid would engage with LTC to agree the scope and format of overlay drawings and would provide draft overlay information for discussion and joint review. National Grid is committed to working constructively with LTC to ensure that overlay information is used effectively to support coordinated delivery and would continue to engage positively through programme coordination and the development of an agreed Statement of Common Ground.	X		X	
10-54.56	Request further information regarding Work No OH6 and Work No OH7 so Lower Thames Crossing (LTC) can assess the impacts / LTC welcomes an opportunity to work with National Grid to understand opportunities regarding programme sequencing or omission of abortive works - owing to restringing and conductor replacements proposed from towers ZB14 and YYJ124 and earthing works proposed at ZB13	National Grid acknowledges the request for further information regarding the proposed works to the ZB and YYJ circuits and welcomes Lower Thames Crossing (LTC's) willingness to engage on programme sequencing and coordination to mitigate the risk of abortive works. To support coordinated delivery and ensure these interface points are fully understood, National Grid has	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
	and YYJ125, including works which if done in accordance with the LTR DCO would result in abortive works	held an initial joint workshop on the 5 August 2025 and will continue to engage with LTC focused on programme planning and critical works sequencing, including the ZB and YYJ circuit works and associated conductor and earthing activities. This would allow both parties to share their current assumptions and constraints and explore opportunities for sequencing the respective works to avoid abortive activity where practicable.				
10-54.57	Request further information and to organise coordination regarding works to and on overhead lines from Horford Road west (which will interface multiple works for Lower Thames Crossing (LTC) including the diversion of other utility networks, construction of the A13/A1089/A122 junction and construction of the revised A1013 Stanford Road) and indirect impacts of works at Muckingford Road (overlapping at Coal Road and Linford Road)	National Grid is continuing to coordinate with Lower Thames Crossing (LTC) regarding the location of access points and crossover bellmouths to ensure designs are feasible and compatible. In addition, these locations have been identified as key interface areas for programme coordination and would form part of the agenda for the joint programme planning workshop proposed between National Grid and LTC. This would provide an opportunity to review construction sequencing, access constraints and potential delivery conflicts, and ensure that both projects can be delivered efficiently and with minimal disruption. National Grid remains committed to ongoing engagement with LTC to manage these interfaces effectively. Regarding the overhead line and utility interactions, National Grid continue to engage with LTC to ensure that any areas of overlap, potential conflict or required modifications are identified, discussed and managed in a coordinated manner. This would be supported through technical engagement, programme coordination, and the	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		development of an agreed Statement of Common Ground.				
10-54.58	Request further information regarding construction and operation of lines YYJ123RC through YYJ123RA and YYJ124RB through YYJ124RD and how those proposals could impact the development of Lower Thames Crossing's (LTC) proposals, safe delivery and operation of its project / Request the two projects develop a construction programme that mitigates impacts for both parties as far as reasonably practical, including the undertaking of works in advance of a perceived logical sequence to return land to LTC for the construction of its project	National Grid acknowledges the request for further information regarding the construction and operation of the YYJ circuit sections referenced (YYJ123RC through YYJ123RA and YYJ124RB through YYJ124RD) and welcomes Lower Thames Crossings (LTC) engagement on how the delivery of these elements of the Project may interact with the delivery and safe operation of the LTC. National Grid is in discussion with LTC about these interfaces, we will continue to work on these issues with LTC through ongoing engagement as programme development progresses. National Grid also supports the principle of working with LTC to develop a coordinated construction programme that mitigates impacts for both parties as far as reasonably practicable. This may include consideration of sequencing or other programme solutions, including the undertaking of works out of perceived logical sequence where such opportunities can be identified and agreed between the parties. National Grid remains committed to positive engagement with LTC through programme coordination and the development of an agreed Statement of Common Ground to support coordinated delivery and effective management of project interfaces.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
10-54.59	Request for further details regarding the implications (such as protective covenants) of installing the ZB route underground (ZB13RB to ZB15RD) so Lower Thames Crossing (LTC) can develop construction, landscaping, planting and maintenance proposals accordingly	Rights to lay and maintain underground assets would be sought for any areas of undergrounding, in line with the class of rights, restrictions would prevent the Grantor growing any plant, bush, tree or similar vegetation on the Easement Strip. Following approval from National Grid and in line with the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) an exception to this restriction could be made. Hedgerows, bushes and shrubs can be reinstated above the underground cables but trees cannot be planted over the top or within 10 m of underground cables.	X		X	
10-54.60	Request if the proposed changes are taken forward, then additional baselines and assessments should be undertaken. Request the following to be included: • Additional viewpoint relating to point 18.70 "…increase the geographical spread of significant visual effects within Visual Receptor Area H5 (Chadwell St Mary)." • The use of mitigation beyond the red lined boundary especially relating to point 1.8.72 "…noting that opportunities for mitigation around the proposed Tilbury North substation would be limited due to space constraints."	In response to the changes at Tilbury in Section H, additional visual baseline data and assessments have been incorporated into the Landscape and Visual Impact Assessment presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). In relation to viewpoints, we have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work, including the selection of viewpoint locations. The methodology detailing viewpoint selection is described in the Environmental Statement (ES), Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). Viewpoint locations are shown on Figure 13.7 Visual Receptors and Viewpoints (document reference 6.13.F7) and the viewpoints are presented in Volume 7:		X		

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		Visualisations (document reference 7.12). Representative viewpoints have been used in places to inform the assessment. Visual Receptor Areas (VRA) were adjusted in response to the new proposals. The area previously occupied by VRA H5: Grays and Chadwell St Mary, has been divided and is now occupied by an additional two VRAs, VRA H6: Southfields, (to the north of Chadwell St Mary) and VRA H7: Linford (to the east of Chadwell St Mary). VRA H6 contains the representative viewpoints at VP8.05: Public Rights of Way east of Chadwell St Mary (No 78) (View Direction 142) and VP8.11: Public Rights of Way near Southfields (No 42). VRA H7 contains the representative viewpoint VP 8.12: Hoford Road, east of Chadwell St Mary. Visualisations do not form the basis of professional judgements made in terms of anticipated significant effects, but they are useful tools in conveying examples of likely changes in views from a selected number of locations. Site survey work and desk top analysis have also informed the assessment of effects in this area. This work has developed a greater understanding of the influence of the landscape on views in this area. Mitigation around substations, substation extensions and Cable Sealing End (CSE) compounds is detailed in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The tree planting				

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		strategy would prioritise replanting within the Order Limits, although offsite provision may be required. Offsite tree planting is considered to be landscape compensation. Any offsite tree planting would be secured via a legal agreement. Further detail is provided in the Outline LEMP (document reference 7.4). Additional planting may be considered within the Order Limits at detailed design stage, in locations such as around Tilbury North substation and the permanent access roads to the East Anglia Connection Node (EACN) and Tilbury North CSE compounds.				
10-54.61	Request a cumulative assessment and mitigation of the worst-case scenario to be part of the ES submission to mitigate the impact on the overlap between construction work areas and operational land management of other development propose within the proposed areas of change, i.e. the Lower Thames Crossing, and at least two large residential developments that have started the planning approval process	A cumulative effects assessment has been undertaken for the Project. The cumulative effects assessment can be found in the Environmental Statement (ES), Chapter 17: Cumulative Effects (document reference 6.17). The full assessment of inter-project cumulative effects of the Project with other developments can be found at Appendix 17.3: Inter-project Cumulative Effects Matrix (document reference 7.17.A3). The Inter-project Cumulative Effects Assessment considers the potential for cumulative impacts with the Lower Thames Crossing, as well as other developments.		X		
10-54.62	Concern that the Order Limits as shown at Buckingham Hill Road overlap with Lower Thames Crossing (LTC)'s proposed Work Nos E21 and E26 / Request further details regarding construction proposals and timings	National Grid is committed to working with Lower Thames Crossing (LTC) through programme coordination and ongoing engagement to support effective planning and sequencing of works in this area. This would include providing overlay information and	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		continuing to refine and share programme assumptions through the planned programme planning workshop and subsequent discussions. National Grid would also continue to engage with LTC through the development of an agreed Statement of Common Ground to support the coordinated delivery of both projects.				
10-54.63	Concern that the Order Limits as shown at Hoford Road overlap with Lower Thames Crossing's (LTC) proposed Work Nos E23 and E24 and E25 / Request further details regarding construction proposals and timings	National Grid is committed to working with Lower Thames Crossing (LTC) through programme coordination and ongoing engagement to support effective planning and sequencing of works in this area. This would include providing overlay information and continuing to refine and share programme assumptions through the planned programme planning workshop and subsequent discussions. National Grid would also continue to engage with LTC through the development of an agreed Statement of Common Ground to support the coordinated delivery of both projects.	X		X	
10-54.64	Concern that the site of the proposed Tilbury North Compound and other work areas which prevent the early establishment of environmental areas by the Lower Thames Crossing (LTC), which is in contrast to the DCO [REAC LV029] and gives rise to potential abortive works / Request detailed construction programme and overlay of working areas to plan works accordingly	National Grid is committed to working with Lower Thames Crossing (LTC) through programme coordination and ongoing engagement to support effective planning and sequencing of works in this area. This would include providing overlay information and continuing to refine and share programme assumptions through the planned programme planning workshop and subsequent discussions. National Grid would also continue to engage with LTC through the development	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		of an agreed Statement of Common Ground to support the coordinated delivery of both projects.				
10-54.65	Request further information in regard to Land and Property matters, including rights, CPO powers, proposals within overlapping land, rights for National Grid over land to be acquired by National Highways, and details regarding how those rights and provisions will be considered/managed where the two proposals are for differing needs and cannot co-exist (such as planting versus permanent infrastructure)	National Grid acknowledges the complexities of the overlapping land rights required to deliver both projects. Further discussions need to take place between both parties to agree provisions and programming so that both projects can coexist and progress in the required time frames. National Grid will continue to work with Lower Thames Crossing to discuss and progress these points.	X		X	
Visual Impact						
10-54.66	Criticism that Thurrock 3 is part justified due to reducing impact on free port despite such industrial area being preferred route under the Holford Rules which guide the design of new overhead lines	The Holford Rules form important guidance to routeing decision making but also have to consider the wider duties that National Grid has to meet. In this case the risks and cost of seeking to secure a route past Freeport to Tilbury Substation were judged to either risk achieving the Need Case requirement or may incur substantially greater costs than other available alternatives. The appropriate balanced decision is therefore to change the means of connection as is proposed for the Project.	X		X	

Ref no.	Summary of matters raised	National Grid's response	S42(1)(a)	S42(1)(b)	S42(1)(d) and S47	Resulted in Design Change
		would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.				

10.10 Changes made following consultation

10.10.1 Following the close of the targeted consultations in April 2025, a number of design changes have been incorporated into the proposals in response to feedback received. Proposed design amendments were carefully considered in the context of environmental constraints and opportunities, engineering feasibility and cost, planning policy and other relevant considerations. Proposed design amendments were considered from the phases of consultation and continued design and development as well as through feedback and ongoing engagement with stakeholders and landowners.

10.10.2 The process of considering design changes comprised of an initial filter for benefit and feasibility, an assessment incorporating inputs from relevant technical experts, and further stages of additional study if required. The outcome of the consideration of potential design changes was either that a change was included in the Project design, or that the change was not made following balanced and informed consideration.

10.11 Ongoing engagement

10.11.1 **Appendix A** of this report provides an overview of engagement activities with stakeholders held prior to and during the 2022 and 2023 non-statutory consultations, the 2024 statutory consultation and 2025 targeted consultations.

10.11.2 A summary of headline issues raised through feedback received after the close of the 2025 targeted consultations (17 April 2025) up to 31 July 2025 is included in **Chapter 11** of this report.

10.12 Stakeholder Engagement and Statements of Common Ground (SoCG)

10.12.1 In addition to the non-statutory, statutory, targeted and scoping consultations, National Grid has undertaken ongoing stakeholder engagement throughout the development of the Project.

10.12.2 National Grid also developed a ‘Host Authority Engagement Plan’. The plan was circulated by the project team to the host authorities on 22 December 2020 and iterations have been issued as the project progressed. The objective was to;

- Provide host authorities with a look ahead to when key planning and EIA activities were programmed to take place;
- Set out an overarching protocol for engaging with host authorities on planning and EIA matters;
- Assist the host authorities with resource planning for the project; and
- Assist all parties in agreeing a Planning Performance Agreement (PPA).

10.12.3 As part of its engagement with local authorities, National Grid shared Draft DCO Requirements and Explanatory Memorandum with local authorities ahead of submission of the DCO application.

Statements of Common Ground (SoCGs)

10.12.4 A SoCG is a written statement jointly produced by the Applicant and another party to assist in examining the DCO application by providing an overview of the status of discussions and negotiations between the Applicant and the other party (or parties).

10.12.5 Draft SoCGs are being prepared with key interested parties, a list of draft SOCGs is contained in the Planning Statement (application document 5.6).

11. Further Landowner Consultation and Additional Engagement

11.1 Introduction

11.1.1 This chapter sets out the additional consultation which took place from June 2025 to the submission of the application for development consent.

11.1.2 As the following paragraphs explain, the further consultation was undertaken following certain localised amendments made to the design of the Project and also in light of ongoing diligent inquiry.

11.1.3 Following the close of targeted consultation in April, National Grid undertook further consultation with PILs between June and August 2025. This included both previously consulted PILs whose interests were affected differently due to design refinements, and newly identified PILs arising from changes in land ownership, the inclusion of new land parcels within the Order Limits, or the outcomes of ongoing diligent inquiry including site notices. These consultations were carried out under Section 42(1)(d). Targeted consultation with Category 1 and 2 PILs concluded on 18 July 2025, while Category 3 PILs concluded on 22 August 2025. National Grid has had regard to the consultation responses and reported on feedback received in this Consultation Report.

11.1.4 In line with the land referencing methodology (**Appendix J** of this report), ongoing land referencing has been carried out to identify changes in land ownership and other interests in land following the close of targeted consultation. Updates were requested from Land Registry and newly identified Persons with an Interest in Land (PILs) were issued with a land interest questionnaire (LIQ). Any new PILS identified following the June/July consultation mailouts have then been written to separately as explained in paragraph 11.3.15 below.

11.2 Additional Section 42 Consultation with Section 44 Parties- PILs

11.2.1 Section 42(1)(d) and Section 44 of the PA 2008 sets out how a project must consult with PILs, i.e. those who own, occupy, have an interest in, or are able to make certain claims for compensation in respect of, land affected by a project. Under Section 44, PILs are split into three categories:

- **Category 1**: Where the Applicant, after making diligent inquiry, knows that the person is an owner, lessee, tenant (whatever the tenancy period) or occupier of the land;
- **Category 2**: Where the Applicant, after making diligent inquiry, knows that the person is interested in the land, or has power to sell and convey the land, or to release the land;

- **Category 3**: Where the Applicant thinks that, if the order sought by the proposed application were to be made and fully implemented, the person would or might be entitled to make a relevant claim:
  - As a result of the implementing of the order;
  - As a result of the order having been implemented; or
  - As a result of use of the land once the order has been implemented.

11.2.2 Additional consultation and engagement was undertaken by National Grid, their employed external land agents (Fisher German) with Category 1 and Category 2 previously consulted PILs, newly identified Category 1 and Category 2 PILs, and Category 3 PILs.

11.2.3 The additional consultation and engagement was undertaken in accordance with the principles and methods set out in the Statement of Community Consultation (SoCC).

11.2.4 This additional consultation and engagement included:

- Consultation under Section 42(1)(d) of the Act with PILs that have been previously consulted but are now impacted differently; and
- Consultation under Section 42(1)(d) of the Act with new PILs identified, which may have arisen from design changes having introduced new land parcels into the Order Limits; from changes in land ownership within the previous Order Limits; or from ongoing diligent inquiry identifying new interests. These PILs had not therefore been previously consulted on the proposals.

11.2.5 A total of 242 newly identified Cateogry 1 and Category 2 PILs were sent an information pack on 5 June 2025 which notified of the consultation deadline which was by 11:59pm on 18 July 2025. The information pack contained:

- Introduction letter to the project (as new PILs);
- Voluntary negotiations letter from Fisher German;
- Section 42 consultation notice;
- Feedback questionnaire and prepaid envelope;
- Land Right Strategy document;
- Guide to Reading Plans document;
- Data Privacy Notice document; and
- Individual land plan.

11.2.6 A total of 1,740 Category 1 and Category 2 PILs who had been previously consulted were sent an updated information pack on 18 June 2025 which notified of the consultation deadline which was by 11:59pm on 18 July 2025. The information pack supplemented the information previously supplied and contained:

- Section 42 Consultation Letter;
- Voluntary negotiations letter from Fisher German;
- Feedback questionnaire and prepaid envelope;

- Land Right Strategy document;
- Guide to Reading Plans document;
- Data Privacy Notice document; and
- Individual land plan.

11.2.7 Due to the identification of a processing error affecting the TB line only, a number of PILS were rewritten to, clarifying the position. On 17 July 2025, 405 letters were sent giving a supplemental correction to the Guide to Plans, for clarity on identifying likely proposed pylon locations. A further 37 were sent revised land plans with the likely proposed pylon locations marked up and were given an additional 14 days consultation time to provide further feedback if they deemed that necessary. Of these 37 parties almost half had already had meetings with Fisher German. No parties requested additional meetings as a response to these letters.

11.2.8 On 10 July 2025, a total of 1,038 Category 3 PILs were sent an information pack which notified of the consultation deadline which was by 11:59pm on 22 August 2025. The information pack contained:

- Cover letter to explain category 3
- Section 42 Consultation letter;
- Feedback questionnaire and prepaid envelope; and
- Data Privacy Notice document.

11.2.9 A summary of how many PILs fell into each category is shown in **Table 11.1** of this report.

Table 11.1 Number of PILs Consulted

Date (w/c)	Category 1	Category 2	Category 3	Letters sent to Individual PILs*
5 June 2025	125	115	128	242
18 June 2025	1164	836	1322	1740
10 July 2025	0	0	1038	1,038
Total	1289	951	2488	3,012

**The number of letters sent are lower than the total of PILs in each row as some PILs had an interest in more than one Category of land. Where this was the case, PILs were only sent one letter that covered all interests.*

11.2.10 **Appendix L** of this report details the PILs consulted and contains a copy of the letter and feedback questionnaire that they received.

11.2.11 As a result of this consultation, 261 meetings were requested by PILs or their agents and all meeting requests were met by Fisher German.

11.2.12 The additional consultation and engagement activities, as described, encouraged PILs to provide their feedback directly to the Project team through face to face

meetings, email, or writing to National Grid. **Section 11.3** of this report outlines the feedback received as part of the additional activities.

11.3 Responses Received to the Further Consultation

11.3.1 Comments were recorded, reviewed and considered by the Project team on an ongoing basis throughout the additional engagement and consultation period.

11.3.2 PILs could provide feedback by calling the land team directly, emailing the Project email address or by sending a response directly to the Project's postal address:

- Telephone - 0800 915 2497;
- Postal - FREEPOST N TO T; and
- Email - contact@n-t.nationalgrid.com

11.3.3 Consultees could provide feedback by:

- Telephone - 0800 915 2497;
- Postal - FREEPOST N TO T; and
- Email - contact@n-t.nationalgrid.com

11.3.4 During the period of additional consultation and engagement which took place from June 2025 to the submission of the application for development consent, National Grid received 442 feedback submissions.

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

11.3.6 Feedback has been collected and analysed together to accommodate the overlapping consultation periods, where responses were not directly related to a specific change, and to allow for responses to feedback to be presented together.

11.3.7 All responses, regardless of their origin (including those received after the consultation period), were analysed using the methodology as described in **Section 9.4** of this report.

11.3.8 **Table 11.2** to **Table** 11.9 below contains a summary of the feedback raised during the further landowner consultations and how National Grid has considered or addressed this.

11.3.9 Each row of feedback and response contains a unique reference number, 'X' marks to indicate which stakeholder type the feedback came from (s42(1)(a), (b), (d) or s47), a 'Y'/'N' box that clearly demonstrates whether a change to the design has been made as well as reasons why changes have, or have not, been made.

Non-section specific feedback

Non-Section specific feedback (Further Landowner Consultation)

Table 11-2 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Agricultural Land			
11-2.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	
11-2.2	Concern that the Project will have a negative impact on agricultural livestock (e.g. type of livestock)	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with them to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on operations can be proven. Particular agricultural and equestrian matters	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: *"There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences."*	
Airfields			
11-2.3	Concern that National Grid have not consider guidelines / policy for aviation / Civil Aviation Publications (CAP)	In accordance with its responsibilities as an applicant as described within the Government's Overarching National Policy Statement for Energy (NPS) (EN-1) National Grid has appointed an independent aviation consultancy to develop a methodology to assess the potential impacts on airfields (licensed and unlicensed) in close proximity to the Project and consider appropriate mitigations. The assessment methodology enables risk-based site-specific assessment of a range of criteria, including but not limited to, lateral and vertical clearance margins, aircraft types, airfield operational activities and procedures, and the surrounding context. The approach is informed by Civil Aviation Authority regulations and guidance, including that relating to both licensed and unlicensed airfields, as well as ongoing consultation with airfield owners and operators to agree the acceptability of proposed mitigations in relation to their safeguarding responsibilities and operational activities. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-2.4	Criticism that National Grid have not considered aviation safety as part of the Environmental Impact Assessment Scoping (e.g. the potential for a major disaster)	National Grid considers that it has considered aviation safety appropriately. Including appointing an independent aviation consultancy to develop a methodology to assess the potential impacts on airfields (licensed and unlicensed) in close proximity to the Project and consider appropriate mitigations. National Grid submitted an EIA Scoping Report (document reference 6.19) to the Planning Inspectorate on 7 November 2022. The Planning Inspectorate (on behalf of the Secretary of State) formally adopted its Scoping Opinion (document reference 6.20) on 14 December 2022 which has informed the scope of the Environmental Impact Assessment for the Proposed Project. Information on the assessment of aviation impacts can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impacts (document reference 6.15.A2)). The Appendix recognises that the principal aim of the assessment is to evaluate safety, operational and capability impacts arising as a result of the Project.	
Community / Social Impact			
11-2.5	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
11-2.6	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on sports clubs, recreational land and recreational routes located within the Order Limits. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include: traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	
11-2.7	Concern about over development of area / other works in the area	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The cumulative effects assessment has considered the effects of the Project in conjunction with other existing and, or approved developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. The cumulative assessment has been undertaken in accordance with the overarching National Policy Statement (NPS) for Energy (EN-1) Paragraph 4.1.5 in EN-1 states: '*In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse*	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy'. Paragraph 4.2.12 in EN-1 states: 'The cumulative impacts of multiple developments with residual impacts should also be considered.' Paragraph 4.3.3 in EN-1 states: '*The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects'.* Paragraph 4.3.19 of EN-1 states: '*The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place'.* Paragraph 4.4.5 in EN-1 states: '*The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate'.* The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in ES Appendix 17.2: Long List and Short List of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		accordance with the methodology presented in ES Chapter 17: Cumulative Effects (document reference 6.17). The detailed assessment of shortlisted other developments is presented in ES Appendix 17.3: Inter-Project Cumulative Effects Assessment (document reference 6.17.A3). ES Appendix 17.3: Inter-Project Cumulative Effects Assessment (document reference 6.17.A3) outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economic, recreation and tourism impacts).	
11-2.8	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system and allocations for development including those being consulted upon. The Project design has responded to those that are confirmed to meet the defined criteria through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.	
11-2.9	Concerned that the Project will have a negative impact on domestic horses / equestrian activities (generally - no location given)	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: *"There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences."* Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these, which include equestrian activities, are mitigated.	
11-2.10	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) consider the potential impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from ES Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		impacted by the Project and where road diversions are required traffic management and mitigation measures would be in place to reduce impacts. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures are presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.	
11-2.11	Criticism of surveys undertaken for the Project in this Section	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.	
11-2.12	Concern about the impact of the Project on water supply (generally - no location given)	National Grid has conducted preliminary ground investigations in order to better understand the geology along the underground cable route, including ground water levels. This would be supplemented by more detailed investigations prior to construction should the Project obtain consent. National Grid would assess the impact of the works on all identified ground water sources, including public and private abstraction points, and take appropriate measures to avoid detriment to those water sources. Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the project ahead of construction starting on site. As part of the development of the Project a Groundwater Baseline and Qualitative Groundwater Risk Assessment has been undertaken and forms part of the Environmental Statement (ES) (document reference 6.9.A3). This document provides an assessment of the potential effects of the Project on groundwater resources and includes an appraisal of the impacts on groundwater supplies. Mitigation measures have been included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) regarding the prevention of groundwater pollution as well as measures specific to safeguarding groundwater fed water supplies. Commitments would include the safe and responsible storage of fuels, oils and chemicals, the monitoring of water quality prior to	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		construction to confirm a baseline for future tests during construction and additional hydrogeological risk assessment at specific locations where there is a potential for the Project to impact on groundwater.	
11-2.13	Concern that the Project could disrupt telecommunications / broadcast signals / electrical equipment / GPS	Radiofrequency emissions can interfere with electrical equipment, telecommunication, Wi-Fi and broadcast equipment. These emissions are limited from overhead lines by design set out in National Grid's Technical Specifications, which include the requirements of British Standards minimising the generation of radio interference. All the equipment used will meet the requirements in these standards, which are in place to prevent interference issues. These are the same good engineering practices that are applied to the existing transmission system assets, including existing 400 kV overhead lines, which cause no interference issues for electrical equipment, telecommunication, Wi-Fi and broadcast equipment under normal operating conditions. Therefore, we also expect no interference issues as a result of the Project. Global Positioning Systems (GPS) are increasingly being used to provide accurate position information such as in precision farming. It uses a radio receiver to receive the transmitted radio signals from a number of satellites orbiting the earth. Additional accuracy is used in differential GPS (DGPS) which involves the use of signals transmitted from a local fixed transmitter (or another satellite). Close to a pylon, there might be some degradation in GPS performance, just as there can be some degradation close to buildings and trees. The thickness of individual wires means that they do not cause a problem. Any radio interference emitted by the line is too small to have any effect. Other than that, there is no evidence of power lines interfering with GPS used in precision farming.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-2.14	Criticism that the Project only benefits those living elsewhere (e.g. London, exports to Europe)	The Transmission System provides a network connecting generation sources with areas of demand responding to the variability of both to ensure supplies are maintained throughout the UK. As such whilst it connects individual points it operates as a network. Responding to a shift in generation sources and particularly offshore wind, there is a need to reinforce the existing high voltage electricity network in the East Anglia region. It does not currently have the capability needed to transport reliably and securely the electricity that will be generated and connected to the electricity transmission network by 2030, while working to the required standards. The Project would benefit the UK as a whole, including local communities, by enabling the connection of new sources of renewable energy and by contributing to our energy security in the future, helping the country to achieve the government's Net Zero target and ensuring that the national grid meets future power demands.	
11-2.15	Request that benefits are contributed to communities that are impacted by the Project	The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 metres of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we will share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This will be delivered outside the development consent process, since this is not a material consideration in	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
11-2.16	Suggest that local labour / contractors are used for the Project	National Grid sources suppliers through competitive tender to ensure the right requirements are met. National Grid promotes the use of local supply chain and small and medium enterprises (SMEs) through the main construction contractors they employ. We also work with schools and local authorities to encourage the next generation of engineers and help the unemployed to develop new skills.	
Construction impacts			
11-2.17	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-2.18	Concern about impact on traffic levels in local area caused by construction works (generally - no location given)	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts.	
11-2.19	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.	
11-2.20	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery (generally - no location given) (including damage in relation to this, e.g. to buildings)	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the local highway authorities, police and National Highways. An AIL routing strategy containing details about these movements are submitted in support of the Development Consent Order (DCO) application.	
11-2.21	Suggest that consideration is given to the carbon footprint of the Project during construction (e.g. construction methods, materials, transport, concrete, steel) / Concern about carbon footprint of the Project (including survey work)	National Grid has set challenging targets to reduce the carbon emissions of our organisation, including a specific commitment to deliver carbon neutral construction by 2025/26. Key to the delivery of this commitment is to measure the carbon footprint of our projects through concept, detailed design and into delivery and construction using a range of best practice carbon tools and data sets. Prior to construction, and as part of our procurement process, carbon management and carbon reduction forms a key award criteria for all	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		projects. At tender stage, we require all contractors to calculate a detailed carbon footprint of the project using our Carbon Interface Tool (CIT), this provides a Capital Carbon baseline in Tonnes of CO2e* from which the contractors are then incentivised (via Key Performance Indicators) and quarterly reviews to reduce the Carbon Footprint of the Project during construction. Contractors are contractually required to provide carbon data on a quarterly basis to demonstrate performance against carbon reduction commitments agreed at contract award. We also have a range of Net Zero working groups within National Grid Electricity Transmission (NGET) that explore low carbon innovations and approaches. These groups bring together our contactors and our supply chain to help to reduce the carbon footprint of the materials and resources required to deliver our projects. These groups are: Low-carbon concrete, Low-carbon steel and aluminium, Net Zero construction and Low Carbon cables. These working groups all report progress to an overarching Net Zero forum. The carbon calculations derived from the CIT are used to inform progress against our overall strategic commitments to reducing carbon emissions across its portfolio of projects and meeting its Net Zero targets for construction projects'. *CO2e/ Carbon Dioxide equivalent: is the number of metric tons of CO2 emissions with the same global warming potential as one metric ton of another greenhouse gas. In addition, National Grid has prepared a Greenhouse Gas (GHG) Assessment (see ES Appendix 4.1: Greenhouse Gas Assessment (document reference 6.4.A1)). The assessment provides a simple estimate of the greenhouse gas emissions associated with the construction phase of the Project, comparing this against UK emissions to	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		determine if the Project is likely to have a material impact on the ability of the Government to meet its carbon reduction targets. Alongside the GHG Assessment, Appendix H: Outline Greenhouse Gas Reduction Strategy of the Outline Code of Construction Practice (document reference 7.2) presents how National Grid should effectively manage GHG emissions throughout the Proposed Project lifecycle in line with National Grid's net zero goals. This strategy encourages early consideration of GHG emissions and creation of appropriate governance structures and processes. This approach is in accordance with the Environment Impact Assessment (EIA) Scoping Report (document reference 6.19) and Scoping Opinion (document reference 6.20).	
11-2.22	Criticism that National Grid have already started / commenced works in preparation for constructing the Project / Suggest that National Grid pause works until the consultation is complete	National Grid has not started any construction work for Norwich to Tilbury. We have been carrying out various ground investigations, environmental surveys including archaeological surveys along the route of the Project to inform the design and environmental assessments. National Grid is carrying out several other developments in the area that are undergoing construction work such as the Bramford to Twinstead Reinforcement and works at our Norwich Main Substation. These projects have been consented and are being developed separately to our proposals for Norwich to Tilbury and are part of the wider Great Grid Upgrade to connect new sources of renewable energy into the grid.	
Consultation			
11-2.23	Comment supportive of engagement that has taken place / feel listened to	National Grid notes the respondent's feedback.	
11-2.24	Comment supportive of the Project (generally - no location given)	National Grid notes the respondent's feedback.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-2.25	Criticism of consultation (generally - no location given)	National Grid notes the respondent's feedback.	
11-2.26	Criticism of consultation events (generally - no location given)	National Grid notes the respondent's feedback.	
11-2.27	Comment supportive of the Projects aims (e.g. investment in offshore / nuclear / low carbon energy)	National Grid notes the respondent's feedback.	
11-2.28	Criticism of the government / local government / the Prime Minister (PM)	This comment is noted. This is not a matter for National Grid.	
11-2.29	Criticism of National Grid	National Grid notes all comments and feedback. We are progressing with our proposals in line with our duties and relevant polices.	
11-2.30	Criticism that National Grid have misled respondents	National Grid disagrees that consultation or its content has been misleading to respondents and we believe we have been clear about the Project, the rationale behind it and how we've developed the design. This information is set out within materials presented at both the 2022, 2023 non-statutory consultations, statutory consultation and targeted consultations, as well as the landowner consultations in 2025. We believe that all the relevant information required for the public to provide informed feedback on the proposals was made available. Feedback arising from all consultations has also been carefully considered and responded to within this report and the predecessor feedback reports published at the start of the 2023 non-statutory consultation and the statutory consultation. National Grid is not biased towards any particular technology solution but operates within clear policy and funding guidance. How these have been factored in can be found within the consultation materials published in 2022, and 2023 non-statutory consultation and at the statutory consultation and the Development Consent Order (DCO) application. In terms of capturing specific feedback, we have captured all comments and feedback received at all consultations irrespective of how an	

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		individual submits it. Comments via the website questionnaire are treated in the same way as an email, letter or hard copy feedback form.	
11-2.31	Criticism that consultation is biased towards what National Grid want	National Grid disagrees that consultation or its content has been biased towards what it wants and we believe we have been clear about the Project, the rationale behind it and how we've developed the design. In line with consultation requirements National Grid presents its proposals and explains alternatives considered and the reason for the selection made. Feedback arising from all consultations has also been carefully considered and responded to within this report and the predecessor feedback reports published at the start of the 2023 non-statutory consultation and the statutory consultation. National Grid is not biased towards any particular technology solution but operates within clear policy and funding guidance. How these have been factored in can be found within the consultation materials published in 2022, and 2023 non-statutory consultation and at the statutory consultation and the Development Consent Order (DCO) application. In terms of capturing specific feedback, we have captured all comments and feedback received at all consultations irrespective of how an individual submits it. Comments via the website questionnaire are treated in the same way as an email, letter or hard copy feedback form.	
11-2.32	Criticism of consultation team	The National Grid Project team has been and continues to be available to engage with both the public and stakeholders about the Project. The members of the Project team have developed the proposals and are therefore well placed to answer questions that may arise. We encourage anyone with any concerns or questions to contact us directly.	
11-2.33	Criticism of previous consultations (Norwich to Tilbury Non-Statutory Consultation / East Anglia GREEN	This Project comprises a proposed overhead line connection over 2 km in length and therefore it is classified as a Nationally Significant Infrastructure Project (NSIP). Therefore, the Project would require consent	

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	(EAG) consultation / Statutory Consultation / Targeted Consultations)	under the Planning Act 2008. An NSIP application is submitted to the Planning Inspectorate and examined by an independent panel of inspectors. The Planning Inspectorate will decide if our consultation has been adequate and will measure it against statutory guidance and other legal requirements. This will include an assessment on the extent to which National Grid has carried out consultation in accordance with the Gunning Principles (to the extent applicable). National Grid considers that we have developed our proposals and carried out consultation in accordance with the Gunning Principles where applicable. The Gunning Principles set out four principles for consultation as follows: 1. Consultation must be at a point when proposals are still at a formative stage. A final decision has not yet been made, or predetermined, by the decision makers. All of our consultations on the Project (non-statutory consultations in 2022 and 2023, our statutory consultation in 2024, the targeted consultations in 2025 and landowner consultation in 2025) were held at a formative stage where final decisions on the proposals were still to be made and we took on board feedback on our proposals at each stage. 2. There is sufficient information to give 'intelligent consideration'. The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response. We have published a considerable amount of information to support both non-statutory consultations and statutory consultation. For the targeted consultations this included a summary of the proposed changes, maps showing the 2024 proposals and the proposed changes, and accompanying environmental information for each proposed change of significance. This information was available in various forms including online and in paper copy at our public information events	

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		during consultation and upon request and remains available on the Project website. 3. There is adequate time for consideration and response. There must be sufficient opportunity for consultees to participate in the consultation. Our statutory consultation ran for a period of 15 weeks, our targeted consultations ran for a period of at least 30 days each. When considering the smaller scale of changes we were consulting on, this was a proportionate and appropriate timeframe for consultation. This gave sufficient time for people to review the information provided, attend a face-to-face event, webinar, or contact the Project team with any questions to enable them to provide an informed response. We follow advice and guidance provided in relation to consultation for a Project of this nature and are confident we go over and above any statutory requirements to engage fully with all stakeholders. 4. Conscientious consideration must be given to the consultation responses before a decision is made. Decision makers should be able to provide evidence that they took consultation responses into account. In response to the statutory consultation, we received over 13,000 responses, and we received over 700 pieces in response to the targeted consultations. Responses were received from members of the public, elected members, Local Planning Authorities and technical stakeholders. All responses received have been carefully read and considered by the Project team. Information from the feedback has been considered and changes have been made as we have developed the alignment.	

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		Evidence of how we carefully considered the feedback submitted during the 2022 and 2023 non-statutory consultations is detailed in our previous consultation feedback reports, which are available on the Project website.	
11-2.34	Criticism that National Grid has not considered feedback from previous consultations (including verbal feedback)	Evidence of how we carefully considered the feedback submitted during the 2022 and 2023 non-statutory consultations is detailed in our previous consultation feedback reports, which are available on the Project website. Many of the changes presented at the statutory consultation and targeted consultations were as a direct result of the information and feedback we received at previous consultations. National Grid has continued to have regard to all feedback received. During the consultations, we asked for feedback on the draft alignment, including pylon positions, the locations of underground cables, Cable Sealing End (CSE) compounds, the East Anglia Connection Node (EACN) substation and the changes that were made to the route since the last consultation alongside issues of access and permanent and temporary haul roads. We also wanted to know about any concerns or questions about the proposals, or if there were any local factors that should be considered. The feedback received through this consultation has informed how the proposals have been developed. How feedback has influenced the changes which have been made is set out in this report and in the 2025 Design Development Report (document reference 5.15).	
11-2.35	Criticism that consultation will not make a difference (e.g. respondent's feedback will not be listened to)	Feedback does make a difference. Many of the changes presented at the landowner consultation were as a direct result of the information and feedback we received at previous consultations. National Grid has continued to have regard to all feedback received. During the consultations, we asked for feedback on the draft alignment, including pylon positions, the locations of underground cables, Cable Sealing End (CSE) compounds, the East Anglia Connection Node (EACN)	

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		substation and the changes that were made to the route since the last consultation alongside issues of access and permanent and temporary haul roads. We also wanted to know about any concerns or questions about the proposals, or if there were any local factors that should be considered. The feedback received through this consultation has informed how the proposals have been developed. How feedback has influenced the changes which have been made is set out in this report and in the 2025 Design Development Report (document reference 5.15).	
11-2.36	Suggest that feedback is listened to	National Grid listens to all the feedback we receive, and it does make a difference. Many of the changes presented at the landowner consultation were as a direct result of the information and feedback we received at previous consultations. National Grid has continued to have regard to all feedback received during the consultations, and the feedback received through the targeted consultations has informed how the proposals have developed. How feedback has influenced the changes which have been made is set out in this report and in the 2025 Design Development Report (document reference 5.15) and we also explain in the Consultation report why we may not make changes in response to feedback.	
11-2.37	Criticism that there was not enough time to consider the proposals	Consultees for the landowner consultation were given at least 30 days to respond. This was a proportionate and appropriate timeframe for consultation when considering the smaller scale of changes being proposed. We continued to have regard to feedback beyond the end of each consultation.	
11-2.38	Criticism of when the consultation was held (e.g. time of year)	National Grid held landowner consultations between June and August 2025. This was a proportionate and appropriate timeframe for consultation when considering the smaller scale of changes being proposed.	

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11-2.39	Criticism that Gunning Principles have not been considered	This Project comprises a proposed overhead line connection over 2 km in length and therefore it is classified as a Nationally Significant Infrastructure Project (NSIP). Therefore, the Project would require consent under the Planning Act 2008. An NSIP application is submitted to the Planning Inspectorate and examined by an independent panel of inspectors. The Planning Inspectorate will decide if our consultation has been adequate and will measure it against statutory guidance and other legal requirements. This will include an assessment on the extent to which National Grid has carried out consultation in accordance with the Gunning Principles (to the extent applicable). National Grid considers that we have developed our proposals and carried out consultation in accordance with the Gunning Principles where applicable. The Gunning Principles set out four principles for consultation as follows: 1. Consultation must be at a point when proposals are still at a formative stage. A final decision has not yet been made, or predetermined, by the decision makers. All of our consultations on the Project (non-statutory consultations in 2022 and 2023, our statutory consultation in 2024, the targeted consultations and landowner consultations in 2025) were held at a formative stage where final decisions on the proposals were still to be made and we took on board feedback on our proposals at each stage. 2. There is sufficient information to give 'intelligent consideration'. The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response. We have published a considerable amount of information to support both non-statutory consultations and statutory consultation. For the targeted consultations this included a summary of the proposed changes, maps showing the	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		2024 proposals and the proposed changes, and accompanying environmental information for each proposed change of significance. This information was available in various forms including online and in paper copy at our public information events during consultation and upon request and remains available on the Project website. For the landowner consultation a bespoke letter was sent to properties which included a plan showing their land interest and the Project proposals within it. A meeting with Fisher German to discuss the proposals was offered in that letter. All meeting requests were fulfilled. 3. There is adequate time for consideration and response. There must be sufficient opportunity for consultees to participate in the consultation. Our statutory consultation ran for a period of 15 weeks, our targeted and landowner consultations ran for a period of at least 30 days each. When considering the smaller scale of changes we were consulting on, this was a proportionate and appropriate timeframe for consultation. This gave sufficient time for people to review the information provided, attend a face-to-face event, webinar, or contact the Project team with any questions to enable them to provide an informed response. We follow advice and guidance provided in relation to consultation for a Project of this nature and are confident we go over and above any statutory requirements to engage fully with all stakeholders. 4. Conscientious consideration must be given to the consultation responses before a decision is made. Decision makers should be able to provide evidence that they took consultation responses into account. In response to the statutory consultation, we received over 13,000 responses, and we received over 700	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		pieces in response to the targeted consultations. Responses were received from members of the public, elected members, Local Planning Authorities and technical stakeholders. All responses received have been carefully read and considered by the Project team. Information from the feedback has been considered and changes have been made as we have developed the alignment. Evidence of how we carefully considered the feedback submitted during the 2022 and 2023 non-statutory consultations is detailed in our previous consultation feedback reports, which are available on the Project website.	
11-2.40	Criticism that Holford Rules have not been considered	National Grid disagrees that the Holford Rules have not been considered. The Corridor and Preliminary Routeing and Siting Study (CPRSS) published in 2022, and the Design Development Reports (DDR) published as part of the 2023 non-statutory consultation, 2024 statutory consultation and with the Development Consent Order (DCO) submission, all set out how the Holford Rules informed decision making. A summary of the Holford Rules is provided within Appendix I22 of this report. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, and which are also informed by feedback. We would note that application of the Holford Rules typically involves balancing alternative solutions which can present conflicting Holford Rule compliance. For example, routeing over relatively higher ground rather than in an adjacent valley may conflict with Rule 4 and 5 but may be appropriate if the valley contains extensive areas of unavoidable ancient woodland, effects on which would conflict with Rule 2. A balanced decision is taken which is not the same as not considering the Holford Rules.	

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11-2.41	Criticism that the National Planning Policy Framework (NPPF) has not been considered / Criticism that the Project does not abide with the NPPF	The National Planning Policy Framework (NPPF) (Department of Levelling Up, Housing and Communities, 2025) sets out the Government's planning policies for England and how these are expected to be applied. The weight of the NPPF relating to Nationally Significant Infrastructure Project (NSIP) is clarified in paragraph 5 of the NPPF, which states: 'The Framework does not contain specific policies for nationally significant infrastructure projects. These are determined in accordance with the decision-making framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure, as well as any other matters that are relevant (which may include the National Planning Policy Framework). National policy statements form part of the overall framework of national planning policy, and may be a material consideration in preparing plans and making decisions on planning applications.' National Grid considers that the NPPF is, therefore, capable of being an important and relevant consideration in decision making for NSIP but the prime documents to be considered and given appropriate weight are the Overarching National Policy Statement for Energy (EN-1) (2023) and the National Policy Statement for Electricity Networks Infrastructure (EN-5) (2023). However, National Grid has taken the NPPF into consideration and demonstrates how the Project is in general accordance with the policies of the NPPF within the Planning Statement (document reference 5.6) and Policy Compliance Document (document reference 5.7).	
11-2.42	Suggest that the Project should follow the HM Treasury Green Book / Criticism that HM Treasury Green Book has not been followed	National Grid is confident that the process we follow to identify and then assess potential strategic options is robust and the most appropriate. This has been tried and tested through numerous previous projects, the formal examination process and ultimately decided by the relevant Secretary of	

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		State. The Treasury Green Book provides guidance on the interpretation by public servants of public spending, assets and resources for projects, policies and spend from the public purse. That is not relevant for National Grid Electricity Transmission (NGET). There is no requirement in the Planning Act 2008 for developers to have to submit a Treasury Green Book assessment as part of a Development Consent Order (DCO) application. NGET is an Ofgem regulated business, with obligations to consider customer, environmental and other considerations as outlined in the Electricity Act 1989 and in its licence commitments. Consideration of the costs of a project and the funding it should receive via the regulatory settlement is the subject of a separate regulatory process, and it is not appropriate for the Planning Inspectorate, Examining Authority or the Secretary of State in their remit under the Planning Act to seek to duplicate other regimes.	
11-2.43	Suggest that there is need for further consultation (generally)	National Grid held two non-statutory consultations in 2022 and 2023, a statutory consultation in 2024 and a series of targeted consultations and landowner consultation in 2025 where we presented our proposals for the Project. At each stage of consultation, we reviewed all the feedback we received and amended the Project, where feasible, in response to this. In response to feedback received during statutory consultation and the results of surveys and assessments, we held targeted and landowner consultations with directly affected properties where the alignment or access proposals have changed. We believe that this is adequate for a project of this size to allow the public time to carefully consider and engage with the proposals and leave meaningful feedback.	
11-2.44	Criticism of meetings held with landowners	All affected landowners and their land agents were offered a meeting with Fisher German as part of the landowner consultations. At these meetings	

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		information / plans were shown to landowners, and the opportunity was given to provide feedback / change requests to be assessed by the Project team. If a landowner had any further questions following this meeting they were able to send these to Fisher German or the Project communications team who then responded.	
11-2.45	Criticism of the way landowners were contacted for the consultation (e.g. respondents were contacted via a letter rather than an in-person visit by National Grid; respondent found out about consultation via an information pole in a hedge of their property than an in-person visit by National Grid)	Each affected landowner was sent a letter notifying them of the consultation along with further information and contact details should they have any questions. A bespoke letter was sent to properties which included a plan showing their land interest and the Project proposals within it. A meeting with Fisher German to discuss the proposals was offered in that letter. All meeting requests were fulfilled. In some instances the ownership of parcels of land is not readily identifiable from land registry sources requiring a particular process to be followed to establish ownership. In these instances site notices are erected as close as possible to the land in question, but in places of visibility to passing general public, to raise awareness of the consultation and to come forward with ownership information. Any new landowner identified in this way is then offered a meeting, information provided on the project and their contact details taken for inclusion in future communications.	
11-2.46	Criticism that it was difficult to find the consultation / feedback form / information on the Project	National Grid will continue to look at how we can optimise the user experience and make the website easy to navigate. Wherever possible we looked to signpost how to submit feedback and find information. All our consultation materials provided this information on where to find out more about the proposed changes and how to submit feedback. Our materials also provided details to contact us directly via our hotline number, email, or Freepost. All our consultation information remains available in the document library on the Project website.	

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11-2.47	Criticism that there was not enough information available for the consultation	National Grid notes the respondent's feedback. A bespoke letter was sent to properties which included a plan showing their land interest and the Project proposals within it. A meeting with Fisher German to discuss the proposals was offered in that letter. All meeting requests were fulfilled. More information on how we undertook the landowner consultation is available in this Consultation Report. The information provided at the landowner consultation was considered proportionate to the changes being consulted upon. We believe that all the relevant information required for respondents to make informed decisions was available and do not believe that this impacted the feedback we received.	
11-2.48	Criticism that the consultation letter was not received / Criticism that respondent was not contacted directly by National Grid / Criticism that residents near the Project did not receive Project documentation / Criticism that that the consultation letter was received too late	National Grid notes the respondent's feedback. A bespoke letter was sent to properties which included a plan showing their land interest and the Project proposals within it. A meeting with Fisher German to discuss the proposals was offered in that letter. All meeting requests were fulfilled. More information on how we undertook the landowner consultation is available in this Consultation Report. The information provided at the landowner consultation was considered proportionate to the changes being consulted upon. We believe that all the relevant information required for respondents to make informed decisions was available and do not believe that this impacted the feedback we received. We tried to make these documents easy to understand but had a dedicated phone line and email if people had any questions about the information or the proposed changes in addition to offering meetings to all potentially affected landowners. If a landowner believes they did not receive the consultation letter they should contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.Alternatively, you can write to Norwich to Tilbury Land Team, Fisher	

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		German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	
11-2.49	Comment supportive of consultation materials (e.g. easy to understand)	National Grid notes the respondent's feedback.	
11-2.50	Criticism of consultation materials (generally - not change specific)	National Grid notes the respondent's feedback. A bespoke letter was sent to properties which included a plan showing their land interest and the Project proposals within it. A meeting with Fisher German to discuss the proposals was offered in that letter. All meeting requests were fulfilled. More information on how we undertook the landowner consultation is available in this Consultation Report. The information provided at the landowner consultation was considered proportionate to the changes being consulted upon. We believe that all the relevant information required for respondents to make informed decisions was available and do not believe that this impacted the feedback we received. We tried to make these documents easy to understand but had a dedicated phone line and email if people had any questions about the information or the proposed changes in addition to offering meetings to all potentially affected landowners	
11-2.51	Criticism of Project Background Document / Design Development Report	All comments and feedback are welcomed and noted and National Grid will bear this in mind when developing documents for future projects. All our documents were available in alternative formats by request. Before the start of the 2024 statutory consultation, National Grid prepared a Statement of Community Consultation (SOCC). This document set out how we were planning to consult on the Project, including the materials to be presented. We aim to make consultations as accessible as possible and offer a range of materials to enable this, including an overarching introduction to the Project and the consultation (the 2024 Project Background Document), an	

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		interactive map and more technical information. We also offer ways to contact the Project team should someone need more information, or information in a different format. We will continue to assess how best to present information in an accessible way and format, but always recommend people contact the team directly via our hotline or email address if they have questions or concerns. We believe that all the relevant information required for the public to make informed decisions on the proposals was made available throughout the consultation period. This information remains available on the Project website.	
11-2.52	Criticism of consultation maps (generally)	National Grid notes the concerns about the mapping. The maps we produced used data from the latest OS mapping software. We use a wide range of sources when developing our proposals to ensure a thorough knowledge of the local area and how our proposals might impact communities. We apologise for any confusion caused by data shown on the maps and had a dedicated phoneline and email address if anyone had questions on the documents produced or the proposed changes. The interactive map was not updated for the targeted consultations or landowner consultation as we were consulting on a small number of changes in order to refine and finalise the route. The interactive map has now been updated to reflect our finalised route and is available on the Project website. We believe that all the relevant information, including the maps, required for the public to make informed decisions on the proposals was made available throughout the consultation period.	

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11-2.53	Criticism of imagery / photography / visualisations used for consultation materials	The consultation materials, including the newsletter and Project Background Document, showed a mix of photographs including images of infrastructure such as pylons. The photography showed pylons located in the UK, including 50 m pylons and other infrastructure such as Cable Sealing End (CSE) compounds and substations Photographs of infrastructure both in construction and operation were also available including images of underground cable construction. At the statutory and targeted consultation public information events, we had a 3D visualisation tool available which showed a visualisation of the proposals from any post code within a 2.5 km distance from the alignment. The model was intended to be illustrative of the proposals and it was advised that it should be viewed in conjunction with the published consultation materials. The 3D visualisation tool was only available at events and not online as the programme used a large amount of data and would therefore not be compatible being hosted on the Project website. In terms of data used for the 3D visualisation tool, The National Tree Map dataset was used to identify tree locations. The data set is limited to vegetation over three metres in height and does not record exact tree species. Regionally appropriate assumptions for typical tree species and structure were used. The 3D tool could be set to winter and summer seasons. Buildings, including domestic properties, were presented to illustrate their spatial location and footprint, rather than specific architecture. Building height shown was to eaves. Wireline visualisations were also developed as part of the Preliminary Environmental Information Report (PEIR), which showed what the	

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		overhead line would look like in certain locations along the alignment. These visualisations were available on the Project website.	
11-2.54	Criticism of the financial cost and environmental impact of printing and posting consultation materials / Request for National Grid to provide information on the financial cost and environmental impact of printing and posting consultation materials	Ahead of the targeted consultations, National Grid developed and consulted on a Targeted Consultation Strategy and a Targeted Non-Statutory Consultation Strategy with the potentially affected Local Planning Authorities. The strategy documents set out how we intended to consult. When planning the targeted consultations, we reflected on our own learnings from previous consultations, including the 2024 statutory consultation, as well as the feedback we received and the input from Local Planning Authorities. We tried to strike the right balance between the consultation channels and methods of engaging to ensure everyone could take part in the method of their choice. Although more costly than digital methods, newsletters and targeted consultation materials were sent by post so those without internet access or who prefer to read hard-copy documents could respond to the consultation. For the landowner consultation a bespoke letter was sent to properties which included a plan showing their land interest and the Project proposals within it. Furthermore, we used recycled paper during the targeted consultations and the landowner consultation to reduce impacts on the environment from printing. The paper used had the specifications below: • FSC® 100% Recycled • EU-Ecolabel • PCF - Process Chlorine Free • ISO 14001	
11-2.55	Criticism that alternatives (e.g. offshore / underground cables / alternative routes) have not been presented	National Grid has considered a wide range of alternative means for the Project and set these out in the Corridor and Preliminary Routeing and	

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	for consultation / consulted on / Concern that National Grid have not considered / consulted on alternatives to the Project	Siting Study (CPRSS) (available of the Project website), published in support of the 2022 non-statutory consultation, and the 2023 and 2024 Strategic Options Backcheck and Reviews (SOBR) (available on the Project website), published in support of the 2023 non-statutory consultation and statutory consultation (available on the Project website) and the 2025 Strategic Options Backcheck and Review (document reference 7.17). This information remained available on the project website throughout the targeted consultations. We have also considered feedback relating to suggested alternatives and set out responses within the 2022 and 2023 non-statutory consultation Feedback Report's (see Appendix B and C of this report) and elsewhere within this report. Our job is to carefully consider the most feasible options and present proposals for public consultation. National Grid cannot present an alternative for consultation that would not meet the requirements placed on us by the government and our regulator Ofgem.	
11-2.56	Criticism that National Grid contradict their actions elsewhere (e.g. use of undersea cables / underground cables for other Projects) / Criticism that the Project uses overhead lines, when these are being removed elsewhere in the UK / Criticism that the approach taken to the Great Grid Upgrade is piecemeal	National Grid estblish the design details of their projects on a case-by-case basis, taking into consideration various factors such as the technical requirement for a particular level of power transfer, feasibility, cost, environmental impact, statutory duties and regulatory requirements. Each project is evaluated independently, and decisions are made based on the specific circumstances and needs of that project. While National Grid may use undersea cables or underground cables for certain projects, it does not necessarily mean that the same approach will be taken for all projects. The selection of technology type depends on a range of factors, including the specific requirements and constraints of each project.	
11-2.57	Criticism of public notices for the Project (e.g. number of notices / creating litter)	At the statutory consultation stage of a Nationally Significant Infrastructure Project (NSIP) National Grid needs to ensure that landowners / persons with an interest in a piece of land are aware of the consultation and can	

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		give feedback on the proposals. As part of this National Grid is required to put up notices in areas of unregistered land, and then monitor them for the duration of the consultation period. Due to the fact these notices need to stay in place for several months they are made using waterproof materials. Also, where surveys are taking place and voluntary agreement to take access has not been reached, access notices will also be installed on site advising landowners that notice has been served and that access will be taken from a particular date. Once notices are no longer required, they will be collected from site and disposed of appropriately. If a member of the public has concerns that a notice is no longer attached to its original location, then place please make contact with the Project's lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	
11-2.58	Criticism of the time taken by National Grid to respond to queries / Criticism that National Grid did not respond to queries / Criticism of responses received from National Grid to respondent's queries	National Grid endeavours to respond to all enquiries within a reasonable time frame. However, in periods of high volume or when requiring technical information, it can take longer to respond to enquiries.	
11-2.59	Criticism that the National Policy Statement (NPS) for electricity networks infrastructure (EN-1, EN-5 and / or EN-3) has not been considered	National Grid disagrees with this response and notes for example that in Section 3 of the Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) the policy context set out and informing the development included EN-1, EN-5 (2011) with this position being updated in the 2025 Design Development Report (document reference 5.15) to respond to the updated NPS EN-1, EN-3 and EN-5). The current position and explanation of how policy has guided Project	

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		design is set out in the 2025 Design Development Report (document reference 5.15).	
11-2.60	Suggest that the consultation process is restarted	National Grid held two non-statutory consultations in 2022 and 2023, a statutory consultation in 2024 and a series of targeted consultations and landowner consultation in 2025 where we presented our proposals for the Project. At each stage of consultation, we reviewed all the feedback we received and amended the Project, where feasible, in response to this. In response to feedback received during statutory consultation and the results of surveys and assessments, we held targeted and landowner consultations with directly affected properties where the alignment or access proposals have changed. We believe that this is adequate for a project of this size to allow the public time to carefully consider and engage with the proposals and leave meaningful feedback.	
11-2.61	Criticism that the interactive map has not been updated for the PILs consultation	The interactive map was not updated for the landowner consultation as we were consulting on a small number of changes to allow us to refine and finalise the route. A bespoke letter was sent to properties which included a plan showing their land interest and the Project proposals within it. The interactive map has now been updated and is available on the Project website. A disclaimer was placed on the interactive map during and after the consultation to provide an explanation that it had not been updated and to direct to where the relevant information could be found.	
11-2.62	Threat of further legal action against the Project (e.g. judicial review)	National Grid notes the respondent's feedback. If the Project is accepted for Examination, the Planning Inspectorate and the Secretary of State will need to consider whether the Project has been developed in accordance with the requirements of the Planning Act 2008. It is these considerations and decisions of the Planning Inspectorate and the Secretary of State that can be considered by any judicial review.	

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		These bodies are independent, and National Grid cannot influence their work.	
11-2.63	Threat of action against the Project (e.g. physical action)	National Grid have, as part of the development of the Project, considered the security measures required to ensure construction can be completed safely. Temporary construction compounds, including offices, will be secured to protect the public and prevent unauthorised entry to site. Access to temporary construction compounds will be limited to specific entry points and personnel entries/exits will be recorded and monitored for both security and health and safety purposes. Security fencing and gates are proposed for all site access Point to secure the works area, the construction corridor and haul roads. In the event that a haul road is blocked, resulting in a site location becoming inaccessible from a site access point, an alternative access shall be facilitated from a suitable crossover point. In the event of any incident occurring which impacts on the safe and efficient operation of the road network, additional mitigation measures will be considered, which could include contingency routes. Contingency routes will be provided by pre-established traffic diversions and diversions as set out by National Highways, the relevant highway authorities and the police.	
11-2.64	Concern that it is unclear which properties are classed as 'significant' / Request clarity in writing as to whether the respondent's property is 'significant' or not / Concern that residents have been instructed to get legal advice regarding their land interests at their own expense	National Grid notes the respondent's feedback. Any properties that fall within the Order Limits as well as any properties that may potentially be impacted by the Project by falling outside of the Order Limits were contacted and consulted with as part of the Project development process.	

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		National Grid has not instructed landowners to obtain legal advice. National Grid would cover expenses for land agent fees when provided with a valid claim.	
11-2.65	Criticism that Section 85 of the Countryside and Rights of Way Act 2000 (as amend by the Levelling Up and Regeneration Act 2023) has not been adhered to	Section 245 (Protected Landscapes) of the Levelling-up and Regeneration Act 2023 (LURA) places a duty on 'relevant authorities', which in this context includes National Grid as a statutory undertaker, to seek to further the statutory purposes of protected landscapes (referred to as the 'seek to further' duty). In relation to National Landscapes (which includes the Dedham Vale National Landscape), this requirement has been incorporated into Section 85 of the Countryside and Rights of Way (CRoW) Act, which states: 'In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty'. The approach National Grid is taking to meet the 'seek to further' duty in relation to the Project has been detailed in National Landscapes - Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10). The document details how the National Landscape and 'seek to further' duty has been taken into consideration during Project development and highlights potential further measures. The overall approach has been, and continues to be, discussed with relevant stakeholders (which includes but is not limited to the Dedham Vale National Landscape and Stour Valley Partnership) and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes' (Defra, 2024). It is intended the finalised measures would be	

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		secured by an appropriate mechanism as part pursuant to the Development Consent Order (DCO) process	
11-2.66	Criticism that the lack of published feedback following the 2024 statutory consultation makes it difficult to assess how National Grid has considered stakeholder responses or justified its decisions / Criticism that due to the lack of published feedback following the 2024 statutory consultation, National Grid have not evidenced that the consultation process has managed to capture or reflect the concerns of communities most directly affected by the Project (e.g. especially those in north-western Tendring)	In line with statutory guidance set out in 'Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects', applicants are required under section 37 of the Planning Act to produce a consultation report alongside their application, which details how they have complied with the consultation requirements set out in the Planning Act and how the proposed application has been shaped as a result. This Consultation Report provides a description of how the proposed application has been informed and influenced by taking account of the relevant consultation responses.	
11-2.67	Criticism that non-material amendments were not included within the targeted consultation (e.g. while these changes may be minor in engineering terms, these changes may have significant perceived or actual impacts for residents living close to the affected areas, and the cumulative Impact of numerous "non-material" changes can be significant)"	In line with statutory guidance set out in 'Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects' once applicants have completed the consultation process set out in their statement of community consultation, where a proposed application is amended in the light of responses to consultation then, unless those amendments materially and substantially change the proposed application or materially changes its effects as a whole, the amendments themselves should not trigger a need for further consultation. The amendments can be reported as part of the consultation report submitted with the application. Considering the guidance further, a series of targeted community consultations on proposed changes were undertaken where it was considered appropriate to do so, and further consultation undertaken with affected landowners. When forming a view on whether further targeted community consultation would be appropriate, consideration was given to where more than one change was being proposed in the same geographical area.	

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11-2.68	Statement refusing National Grid access to land for the Project (e.g. for construction, surveys, access, etc)	National Grid notes the respondent's feedback. We will continue to try and work with landowners to address their concerns about the Project. We look to enter into voluntary agreements for survey access and land rights. Where these cannot be agreed, we may need to rely on compulsory acquisition powers which allow us to obtain land access and land rights.	
11-2.69	Criticism that the Statement of Common Ground needs corrections / Critcism that the section headed 'Aviation Assessment' is similar to a separate document headed 'Airfield Assessment' which contains numerous errors in the section and as a result produces invalid recommendations / Request for a revised copy to be provided to the respondent	National Grid has engaged with aerodromes potentially impacted by the Project, sharing draft Statements of Common Ground (SoCG) to clarify matters outstanding, and seeking agreement of positions where possible. National Grid has requested receiving parties review the draft statements and provide comments on the matters raised. The SoCG process is ongoing with some aerodrome owners and operators. Further information on the assessment of aviation impacts can be found in the Environmental Statement (ES) (ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impacts (document reference 6.15.A2)).	
11-2.70	Criticism that National Grid have breached their licence agreement and need to share all survey data completed to date with the licensor	National Grid does not believe we are in breach of any survey licences. National Grid has made survey data and reports available to the public through the Environmental Statement, part of the Development Consent Order application.	
11-2.71	Suggest an easy and direct chain of communication between residents and the contractors so that day to day issues can be resolved during construction	How we propose to contact residents and stakeholders during construction and the complaints procedure we propose to follow is detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2).	
11-2.72	Suggest survey data is shared with landowners / Concern that National Grid have not replied to previous requests for survey data to be shared with landowners	National Grid has made survey data and reports available to the public through the Environmental Statement, part of the Development Consent Order application.	

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11-2.73	Comment that the respondent does not own / no longer owns the land parcel identified in their letter	National Grid notes the respondent's feedback.	
11-2.74	Criticism of the amount of letters / consultation materials sent to the respondent	National Grid acknowledges the high volume of materials that have been sent out to respondents. As part of consulting parties that may have an interest in the Project, National Grid is required to send out materials that allow the recipient to understand how they may or may not be affected by the Project and in turn allow the recipient to provide informed feedback.	
11-2.75	Request for Tarmac Aggregates to be consulted by National Grid in relation to the potential impact of the Project on waste permit for vehicles transitioning over the site (e.g. location not provided)	National Grid notes the respondent's feedback. We encourage any landowner or business owner with concerns to contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	
Design Change (CR)			
11-2.76	Oppose the use of underground cables (generally - no location given) / Concern about the use of underground cables (e.g. due to impact of construction)	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the statutory consultation, targeted consultations, and landowner consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that '*the government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments would cross part of a nationally designated*	

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		landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project has incorporated suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data. We have undertaken an Environmental Impact Assessment (EIA) which includes a baseline of the existing environment as well as site specific information and survey data.	
11-2.77	Suggest that existing overhead lines should be replaced by underground cables (generally - no location given)	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street.	

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		Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with NPS EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.	
11-2.78	Suggest that the existing overhead lines are reinforced / upgraded instead (generally - no location given)	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations would be required to accommodate the changing demands on the network.	
11-2.79	Suggest that the Project is routed away from populated / residential areas (generally - no location given)	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on	

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		residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line would be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project.	

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		This includes an assessment on both landscape character and visual amenity. The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.	
11-2.80	Suggest that the Project should run in closer to / parallel to the existing overhead lines (generally - no location given)	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the	

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		policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.	
11-2.81	Suggest that underground cables are used (generally / for entire of the Project)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Beauty (AONB))*'. Where no such designations are	

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		present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified. Therefore the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory	

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		consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.	
11-2.82	Suggest that underground cables are used in populated / residential areas (generally - no location given)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA)	

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		has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at all populated or residential areas in this section would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.	
11-2.83	Suggest that the Project should run adjacent to major roads (generally - no location given)	While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road infrastructure, National Grid do not consider these benefits arise for the whole route. Roads such as the M11, A12, M25, A14, A11, A13 and A130 potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling the roads would reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are	

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		considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.	
11-2.84	Suggest that the Project should use lower height pylons	Consideration has been given to the use of low height pylons in circumstances where standard lattice pylons are considered to be inconsistent with policy. These low height design lattice pylons are useful where height is a strong consideration, however they also occupy a greater footprint and have a bulkier and denser profile. They can therefore provide visual benefits in some scenarios, for example where a reduction in pylon height means that views of the tops of pylons are screened by intervening woodland. In other scenarios they can increase adverse visual effects, for example where relatively close to visual receptors without intervening filtering vegetation where they are likely to appear more noticeable in views from residential receptors. Low height lattice pylons have been proposed as necessary to reduce effects in two locations, to the north-west of Little Waltham and to the east of Thurrock airfield.	
11-2.85	Suggest that the Project should use T-pylons	The latest independent report on the Comparison of Electricity Transmission Technologies: Costs and Characteristics (Institute of Engineering and Technology, 2025) confirms that whilst T-Pylons may in certain locations provide an alternative to conventional overhead lines with potential benefits in visual impact and reduced land-take, this is at a higher cost. The build cost is approximately 2 to 2.5 times that of an equivalently rated conventional overhead line, and the lifetime costs are around 1.6 to 1.7 times that of a conventional overhead line. The current arrangements for the oversight of funding by Ofgem requires that the lowest cost acceptable design is taken forward rather than a more expensive design even if that design is perceived to reduce the level of effect. As such consideration of their use follows after establishing a need to mitigate effects of the standard lattice design and after considering the	

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		benefit of adopting a low height lattice pylon design. T pylons themselves are also less adaptable to varied terrains and require more substantial access infrastructure. Furthermore, their resilience and environmental impact are comparable to conventional overhead lines, but with increased carbon intensity due to construction materials. Attention also needs to be given to the transitions between pylon types. Given It is the surrounding context that drives the need for alternative design mitigation, where this is not required along the entire route, any visual break and transition in pylon design also needs to be carefully sited. Assessment findings have concluded that, where there is not a reversal of the presumption to use overhead lines, the use of lattice pylons (either standard or low height) is consistent with planning policy throughout the route. Whilst there may be some locations (for examples see appendix A of the 2024 Design Development Report) where there may be a design option for the use of T pylons, the need to mitigate for unacceptable effects from lattice pylons is not engaged. On this basis T pylons are not proposed for the Project.	
11-2.86	Suggest that the Project should be offshore / Suggest an offshore grid is used instead (including partial offshore option)	The Government has set a target that by 2050 the UK will have net zero carbon emissions. In order to achieve this, and hit the targets along the way, such as connecting 40 GW of offshore wind by 2030, new infrastructure will be needed to deliver the increased energy production. This will include new overhead lines, underground cables, Cable Sealing End (CSE) compounds (where underground cables meet overhead lines) and substations. Offshore solutions were considered as part of our strategic proposal to upgrade the network in East Anglia. The Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) examines several strategic options that were considered for the Project that might achieve the required reinforcement including offshore and	

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		subsea options. These options were not taken forward as they did not fully address technical or physical/geographical constraints or enable the network to operate to the required standards. A subsea connection would have a third of the capacity of the proposed overhead line connection and therefore to transfer the anticipated levels of power generation, three subsea connections would be required including associated infrastructure such as convertor stations. This would make the connection significantly more costly to energy bill payers. In addition, an offshore option would still require development of onshore infrastructure. This would include onshore connections from Norwich, Bramford and Tilbury respectively to the coast. The onshore work is required to reinforce the existing onshore transmission network and ensure that National Grid can continue to operate the transmission network safely and securely with the increase of generation connecting into the East Anglia area. The National Electricity System Operator (NESO (formerly ESO) leads an annual process looking at how the electricity transmission network might need to adapt to likely changes to where the electricity we all use will come from. That starts with stakeholder discussions and analysis about potential Future Energy Scenarios (FES) which are published each summer. NESO takes those different scenarios and looks at what that might mean for the transmission network over the next ten years, publishing an Electricity Ten Year Statement (ETYS) each November. The transmission network owners, including National Grid, respond to the issues outlined in the ETYS with suggestions as to how those can be addressed. Then in January each year, NESO publishes a document known as the Network Options Assessment (NOA), which outlines their recommendations as to which reinforcement projects should be taken forward during the coming year to meet the future network requirements. A need was identified to resolve electrical boundary issues in East Anglia.	

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		There are three onshore power boundaries where additional system flexibility is required to ensure that power generated in the area from offshore wind farms and nuclear generation has more ways to flow into the wider transmission network during maintenance or faults on the system. In addition, two new offshore wind farms off the Suffolk/Essex coast are currently proposed to be connected to the transmission network to transport the low carbon energy they will produce to the homes and businesses where it will be used along with an interconnector from the European continent. The NOA 2021 identified need for an upgrade to the existing line in East Anglia in all FES and this was confirmed in NOA 22.	
11-2.87	Suggest that the Project should run adjacent to existing transport infrastructure generally	While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport	

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		infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.	
11-2.88	Suggest the use of High Voltage Direct Current (HVDC) cables for the Project / Suggest that HVDC cables are used as opposed to Alternating Current (AC) cables	The transmission network already used Direct Current (DC) cables as part of its system to transmit power over long distances – Scotland to southern England or from England to the continent. The use of DC cables within the more local transmission network however creates constraints and increases costs due to the technology that is required to convert the DC to Alternating Current (AC) for domestic transmission and household use. AC power is also easier to balance and distribute (especially with fluctuating power flows like from wind farms and solar). National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using DC technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; AC overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.	
11-2.89	Suggest that the Project should utilise existing (disused) infrastructure at Bradwell	In respect of connecting at the old Bradwell power station, there is an existing overhead line connection to the Bradwell B site. This has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt, however, this onward connection via Rayleigh to Tilbury is also	

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		constrained by urban development and further designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects.	
11-2.90	Suggest that the Project uses brownfield sites / brownfield land	The development of the Project has considered whether suitable brownfield sites were available for the siting of infrastructure. In general, such sites are few in number, of inappropriate size, have incompatible former uses (e.g are made ground), are located remotely from the route such that for example they any diversion considered would be less economic and efficient. For example, we have considered the use of former airfields (such as Boxted) for the siting of the East Anglia Connection Node (EACN) substation but ruled it out as explained in the 2025 Design Development Report (document reference 5.15). This was due to the greater impact on the National Landscape from multiple underground corridors.	

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11-2.91	Suggest the offshore cable route is combined with a tidal barrage for non-nuclear and consistent energy generation	National Grid is legally obliged (under our Transmission Owner Licence) to provide capacity at the dates formally agreed in contracts with energy generators (or customers). National Grid does not determine or implement policies that influence the form of energy developments. Our role is to respond to the connection requirements for projects that are developed in line with Government policy to integrate them into the National Transmission System. Consequently, a tidal barrage with an offshore cable route is not a Project that can be currently considered by National Grid, and we are not aware of any third parties developing such schemes in relevant geographies.	
11-2.92	Suggest the pylons at 1 and 2 White Tyrells are moved to the west to sit in the adjoining field and avoid impact on the cottages	National Grid notes the respondent's feedback. A change has been made in this location to respond to the respondent's feedback and also to requests to reposition pylons to either side of Buttsbury Church and to reduce visual effects. TB190 and TB191 have been replaced by three pylons (now TB192 to TB194). The additional pylon allows heights to be slightly reduced, pylons to be positioned to either side of Buttsbury Church and the visual effects to the residential properties to be reduced. This has been achieved by moving the alignment to the west and placing the nearest pylon to the south of the road and less prominently in views as well as placing as close to field boundaries as possible.	X
11-2.93	Suggestion that overhead lines through respondent's property be replaced with underground cabling (land reference provided by respondent)	National Grid notes the respondent's feedback. We have included the removal or undergrounding of third party infrastructure that is necessary for the delivery of the Project. Any removal or undergrounding beyond this could be discussed between the landowner, National Grid and the provider at the time of construction.	
11-2.94	Suggest haul road is made permanent by National Grid / Request the haul road also becomes a shared road	National Grid is applying for a temporary haul road that is to be removed with the land reinstated following completion of the works. However it is also willing to work with landowners who wish to secure the appropriate	

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	for farming operations and capable of accommodating two-way traffic (location not provided)	approvals (if needed) to either retain the material for use elsewhere on their holding or to retain such elements in situ. Shared use with landowners would be possible in some circumstances and is a matter for landowners to discuss with contractors or capture as part of voluntary agreements.	
Economic/employment impact			
11-2.95	Concern about negative impact on businesses	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.	
11-2.96	Suggest that job / employment opportunities should be offered as part of the Project	National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the	

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		Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
Environmental impact			
11-2.97	Concern about negative impact of the Project on the Green Belt(s) (generally - no location given)	To facilitate the Project, it would be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the	

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		need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1 - A summary of the Holford Rules is provided within Appendix I22 of this report). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open. The Planning Statement (document reference 5.6), submitted with the application for development consent, includes an assessment of the Project against Green Belt planning policy (as contained in National Policy Statement EN-1 and the National Planning Policy Framework).	
11-2.98	Concern that the Project will impact ancient woodland (generally - no location given)	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied where practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An Ancient Woodland and Veteran Tree Strategy is included as part of the Outline Landscape and Ecological Management Plan (LEMP) (see Appendix B of the Outline LEMP (document reference 7.4)). The Outline LEMP (document reference 7.4)	

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		has been developed in consultation with relevant stakeholders including Natural England and local planning authorities.	
11-2.99	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as local wildlife sites (LWS), Royal Society for the Protection of Birds (RSPB) reserves and Special Protection Area (SPA's). Whist there are no impacts on RSPB reserves, potential direct and indirect impacts on LWS's and SPA's within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). SPA's and the associated impact on birds has also been considered within the Habitats Regulations Assessment (HRA) Report (document reference 5.3).	
11-2.100	Concern that the Project will result in a negative impact on the environment / countryside generally (generally - no location given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and	

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		operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.	
11-2.101	Concern about the impact of the Project on flooding (generally - no location given)	A detailed Flood Risk Assessment (FRA) has been prepared (document reference 7.9) in addition to a flood warning and evacuation plan that details actions for flooding emergency during Project construction, as an appendix to the Outline Code of Construction Practice (CoCP) (document reference 7.2). The FRA has assessed a range of sources of flooding to the Project and arising from the Project, and a range of measures, including those embedded within the design, and good practice, have been secured to ensure that the Project is resilient to flooding, and does not contribute to an increase in flood risk from any source.	
11-2.102	Concern about the impact of the Project on soils	The impact of the Project on soil resources and agricultural land is assessed in full in Chapter 6: Agriculture and Soils of the Environmental	

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		Statement (ES) (document reference 6.6). Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2) provides details of the approach to soil handling which would be adopted during construction by the Main Works Contractor(s) (a requirement in the draft Development Consent Order (DCO) (document reference 3.1)) for compliance with the CoCP(s)) to protect and avoid damage to soil resources in line with the Defra Code and other good practice guidance.	
11-2.103	Concern about the impact of the project on drainage systems	The impact of the Project, during its construction and operation, on existing land drainage systems has been assessed within Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (ES) (document reference 6.12) and within the Project's Flood Risk Assessment (document reference 7.9). These assessments have identified a range of control and management measures to prevent negative impacts on these systems, and local surface water flood risk. The measures have been developed in consultation with the Environment Agency and the Lead Local Flood Authority and are secured through inclusion within the Outline Code of Construction Practice (document reference 7.2).	
11-2.104	Concern about drainage issues due to the construction phase of the Project	The impact of the Project, during its construction, on existing land drainage systems has been assessed within Chapter 12: Hydrology, Land Drainage and Flood Risk of the Environmental Statement (ES) (document reference 6.12) and within the Project's Flood Risk Assessment (document reference 7.9). These assessments have identified a range of control and management measures to prevent negative impacts of drainage and local surface water flood risk. The measures have been developed in consultation with the Environment Agency and the Lead Local Flood Authority and are secured through inclusion within the Outline Code of Construction Practice (document reference 7.2). They include, for	

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		example, commitments to managing runoff from construction work sites using a range of suitable Sustainable Drainage techniques and to reinstating existing land drainage features where these are impacted by the Project.	
11-2.105	Request that a soil consultant be appointed to undertake a soil analysis before and after construction	As stated in Appendix C: Outline Soil Resource Plan of the Outline Code of Construction Practice (document reference 7.2), the Main Works Contractor(s) will appoint a technical soil specialist who will be responsible for the provision of expert and technical soils advice throughout the earthworks and the subsequent site restoration activities. The Outline SRP will be evolved and subsequently further developed into the SRP considering, for example, detailed construction approaches. The SRP will be informed by both detailed Agricultural Land Classification (ALC) surveys undertaken to support the Environmental Impact Assessment (EIA), and soil resource surveys undertaken prior to commencement of development in areas which were not covered by the detailed ALC surveys.	
11-2.106	Request for information about how plans for biodiversity net gain will affect landowners	Although not currently mandatory for Nationally Significant Infrastructure Project (NSIP) applications, National Grid is committed to delivering 10% Biodiversity Net Gain (BNG) with wider environmental and societal benefits. The mitigation hierarchy is being adhered to with onsite mitigation incorporated into the Project Order Limits where practicable. In real terms this includes insitu replacement planting of baseline habitats. which will then be returned to the landowner. National Grid will undertake 5 years of post-planting monitoring for hedgerow and tree habitats as outlined within the Outline Landscape and Environmental Management Plan (LEMP) (document reference 7.4). Additional habitat creation and enhancement will only be undertaken at key 'Environmental Areas',	

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		around substation and cable sealing end compounds, that will be owned by National Grid in the long-term. Any deficit in BNG units will then be delivered off-site alongside trusted providers. Off-site locations will be chosen based on National Grid's carefully considered selection criteria. The selection criteria will take into account the habitat type and condition required, the location in proximity to the Order Limits, the delivery partner's credibility and proven experience in delivery, cost per unit, timeframes and will also consider sites that provide added value in the form of additional societal and environmental benefits. Full details on the proposed BNG assessment and mitigation and enhancement approach are included within the Biodiversity Net Gain Report (document reference 7.1).	
Financial compensation			
11-2.107	Concern that the Project will devalue property / impact on property value (generally - no location given)	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	

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		Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	
11-2.108	Request for adequate financial compensation for property value loss / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the	

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		development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
11-2.109	Request that National Grid purchase respondent's property / business (generally - no location given)	National Grid is not required to purchase any properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.	
Health, Safety & Wellbeing			
11-2.110	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project:	

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		Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.	
11-2.111	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance	

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		Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and look to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid have followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.	
11-2.112	Concern that the Project poses a safety risk to aircraft (including balloons) / Concern that the Project will impact airfields (generally - no location given)	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1. Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including two helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory, statutory consultation and targeted consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the	

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		remaining case of a private airstrip near Little Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	
11-2.113	Concern about construction and maintenance of the Project for health and safety of workers / operatives	Any form of construction has built in risk associated with different activities. All National Grid contractors undertake risk assessments and follow safe systems of work as per the specific Method Statement, regardless of technology type being constructed, which in turn will be independently reviewed and monitored by National Grid. This Risk Assessment and Method Statement (RAMS) will follow industry standard practice.	
Heritage			
11-2.114	Concern about archaeological impacts (generally - no location given)	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes	

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		assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).	
11-2.115	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site (generally - no location given)	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and	

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		ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.	
11-2.116	Criticism that archaeological trenches are not deep enough to reveal archaeological evidence	The methodology and scope of the archaeological fieldwork has been set out in an Overarching Written Scheme of Investigation and then again at a site-specific level in several Site Specific WSIs. These documents were created and agreed in consultation with relevant stakeholders, including the Local Authority Planning Archaeologists. The depth of the trenches can vary from site to site, but all mechanical excavations are governed by the same principle: Mechanical excavation will cease when either natural geological deposits or the first archaeological horizon is exposed. Thereafter, hand excavation, as required, will commence.	
Mitigation			
11-2.117	Suggest mitigation measures (generally - no location given)	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting	

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		from the construction, operation and maintenance of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	
11-2.118	Criticism of mitigation plans / measures (e.g. mitigation is not enough)	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation (and maintenance) of the Project and recommends appropriate mitigation to reduce effects. In line with the approach set out in Environmental Statement (ES) Chapter 5: EIA Approach and Method (document reference 6.5) and in accordance with National Policy Statement EN-1 and EN-5 (Department for Energy Security and Net Zero, 2024) the mitigation hierarchy has been applied during the iterative design process to, in the first instance, avoid creating adverse effects, prevent, reduce and finally, where appropriate, offset adverse effects. Environmental appraisal has been an integral part of the Project design process since conception, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably	

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		practicable. National Grid has also embedded mitigation measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project. Embedded mitigation measures are those that are intrinsic to and built into the design of the Project. ES Chapter 4: Project Description (document reference 6.4) provides information on the key embedded mitigation measures included. Standard measures, comprising management activities and techniques, would be implemented throughout construction of the Project to limit effects through adherence to good site practices. These are included in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Each mitigation measure has been assigned a specific reference, and these are referenced in each environmental topic chapter (Chapters 6 to 16 (document references 6.1 - 6.16)). Additional mitigation comprises measures over and above embedded and standard mitigation measures to reduce environmental effects. This includes, but is not limited to, mitigation required for protected species. Where applicable, additional mitigation measures are identified within Section 6 of each environmental topic chapter (Chapters 6 to 16 (document references 6.1 - 6.16)) within the ES (Volume 6 of the DCO application) and replicated in the Outline CoCP (document reference 7.2) which is secured through a Requirement in the draft DCO (document reference 3.1). Mitigation measures are also set out in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5). These	

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		management plans are secured through the draft DCO (document reference 3.1). Although not a statutory requirement for Development Consent Order projects submitted to the Planning Inspectorate prior to May 2026, National Grid has committed to deliver 10% Biodiversity Net Gain (BNG) with wider environmental and societal benefits on all construction projects requiring formal planning or consent, including Norwich to Tilbury. Further information is provided in the BNG Report (document reference 7.1).	
Needs case			
11-2.119	Criticism of government green agenda / policy	The UK Government is committed to achieving clean electricity by 2030 as set out in the Clean Power 2030 Action Plan (DESNZ, 2024). Clean Power 2030 is considered key to accelerating and reaching net zero by 2050. This represents the latest Government policy and position on clean energy. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation.	
11-2.120	Criticism of needs case for the Project	National Grid has a statutory duty to facilitate new connections and maintain a safe National Electricity Transmission System (NETS). The Project would facilitate the connection agreements that are in place with two offshore wind farm projects and an interconnector project based on their connection into a new East Anglia Connection Node (EACN) substation. The Project would also reinforce the local transmission network which currently does not have the capacity needed to reliably and securely transport all the energy that is likely to be connected in the future – driven by the Government's plan to increase offshore wind from the current 8.5 GW to 50 GW by 2030 to meet the increased demand.	

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		The needs case has been reviewed at each stage of the Project's development. The UK Government is committed to achieving clean electricity by 2030 as set out in the Clean Power 2030 Action Plan (DESNZ, 2024). In November 2024, National Energy System Operator (NESO) published its independent analysis on how the Government can achieve its ambitious clean power goal. The report identifies the Project as critical to delivering a network which supports the clean power pathways. The technical need for the Project is included in the Strategic Options Backcheck Review (document reference 7.17) and a statement on need in relation to policy is included in the Planning Statement (document reference 5.6), both documents have been submitted with the application for development consent.	
11-2.121	Oppose the Project as currently proposed (e.g. use of overhead lines and / or underground cables generally)	National Grid notes the respondent's feedback. Strategic alternatives for the Project, including underground cables and offshore cables, have been considered and are set out in the published 2023 and 2024 Strategic Options Backcheck and Reviews (SOBR) (available on the Project website) and the 2025 Strategic Options Backcheck and Review (document reference 7.17). This sets out the need case for the Project and the reasoning why an onshore solution (including a mix of overhead lines and underground cable) has been taken forward. National Grid has a statutory duty to facilitate new connections and maintain a safe National Electricity Transmission System (NETS). The Project would facilitate the connection agreements that are in place with two offshore wind farm projects and an interconnector project based on their connection into a new East Anglia Connection Node (EACN) substation. The Project would also reinforce the local transmission network which currently does not have the capacity needed to reliably and securely transport all the energy that is likely to be connected in the future	

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		– driven by the Government's plan to increase offshore wind from the current 8.5 GW to 50 GW by 2030 to meet the increased demand. This ambition has been emphasised in the National Energy System Operator's (NESO) Clean Power 2030 report published in November 2024. The needs case is reviewed at each critical stage of the Project's development and without a robust demonstrable need the Project would be revised or fall away. Currently, the contracted generation shows a clear need for the Project.	
Primary Access Routes / Haul Road / Construction Compounds			
11-2.122	Concern about the location of the haul roads close to property leading to possible safety risks from theft and damage	National Grid notes the respondent's concerns around safety and security. Each oof the access points and haul roads will be fenced and gated to prevent access. Details of this can be found on the detailed drawings within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	
11-2.123	Suggestion that steel track matting be used for haul roads instead of aggregate	National Grid notes the respondents feedback around the use of steel track matting for the haul roads instead of aggregates. This option has been considered as part of the project and where appropriate it has been proposed. However, due to the amount which would be required/available its use along the entire haul road was ruled out. It does remain an option which the contractor can use depending on the phasing of the works and ground conditions.	
11-2.124	Concern about the robustness of the membrane being used under aggregate for haul roads	National Grid notes the respondents feedback around the robustness of the membrane proposed. The specification of the membrane will be determined during detailed design by the contractor. They are required to select a project which is fit for the purpose. At the end of the Project, they will also be required to remove the membrane and stone haul road.	

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11-2.125	Suggestion that aggregate used for haul roads should be new to avoid recycled aggregate bringing waste onto site	National Grid notes the respondents feedback about using virgin aggregate. The Development Consent Order (DCO) proposes this approach. An Outline Site Waste Management Plan (SWMP) is appended to the Outline Code of Construction Practice (CoCP) (document reference 7.2) and provides the preliminary framework for the principles, standards and procedures that the Main Works Contractor(s) must implement to minimise and manage the potential environmental impacts of construction activities associated with the Project. Appendix B: Outline SWMP (see the Outline Code of Construction Practice (CoCP) (document reference 7.2)) sets out how the Project will seek to reduce the consumption of primary and raw materials and to encourage the use of secondary or recycled sources. It also sets out how the Project will follow the waste hierarchy by reducing waste produced first before considering alternatives such as reuse, recycling and repurposing.	
Project Finance/ Costs			
11-2.126	Criticism of using financial compensation to go ahead with the Project / Criticism of National Grid for using compulsory purchase orders / Criticism that insufficient evidence has been provided by National Grid to justify using compulsory purchase orders	Compensation is available where prescribed by statute. Those directly affected by the Compulsory Acquisition or Temporary Possession Powers in the Order (i.e. the ordinarily landowners and those with other interests in the land required for the Project) would in principle be entitled to statutory compensation in accordance with the statutes known as 'the Compensation Code'. National Grid may have to rely on compulsory purchase powers as a last resort, if voluntary agreements for land rights cannot be reached with landowners. We will continue discussions with landowners and try to acquire land and rights over land through voluntary agreements with landowners. When submitting the Development Consent Order (DCO) application, National Grid will also apply for compulsory purchase powers.	

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		This would ensure that, if the DCO is granted, National Grid would be able to obtain all land rights needed to construct and subsequently operate the new electricity transmission assets in a reasonable timescale where voluntary acquisition of land or rights is ultimately unsuccessful.	
11-2.127	Criticism that too much weight has been given to keeping the cost of the Project low / Criticism that National Grid have gone with the cheapest option (e.g. initial costs) / Criticism that the project only benefits National Grid's bottom line / shareholders	National Grid notes the respondent's feedback. Cost is one of the factors that needs to be considered in making decisions on the Project as guided by our duties under the Electricity Act 1989. The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances. However, the Government is aware that overhead lines may not be appropriate in particularly sensitive areas. The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting). Its aim is to ensure that decisions regarding the project's design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid's statutory duties and obligations are selected as the preferred option or options. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. The consideration of cost within the decision-making process is therefore one of our statutory duties and is not something that we could make representation to the Office of Gas and Electricity Markets (Ofgem) to waive.	
11-2.128	Criticism of the costings provided by National Grid for the Project and alternative options / Criticism that the	National Grid notes the respondent's feedback. Construction costs are included in the overall estimated costs of each strategic option. This is set	

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	cost savings for alternative options (e.g. an integrated offshore ring main / use of High Voltage Direct Current (HVDC) underground cables) has not been considered / Criticism that there are cheaper alternatives to the Project that National Grid has not considered	out in the 2025 Strategic Options Backcheck Report (SOBR) (document reference 7.17). This document takes account of any new cost or technology information, for instance along with any other changes in the planning and regulatory framework. Where the cost of more minor elements of each strategic option are unlikely to distinguish between options, these are not necessarily included. We will continue to engage with the government and our regulators regarding policy and costs for new infrastructure and will adjust our approach if necessary. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project and are contained within the 2025 SOBR. These alternative technologies included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.	
11-2.129	Request for transparent costings for Project and alternative options / Criticism that transparent costings for the Project and alternative options have not been provided	National Grid notes the respondent's feedback. Construction costs are included in the overall estimated costs of each strategic option. This was set out in the 2024 Strategic Options Backcheck and Review (SOBR) (available on the Project website) and is set out in the 2025 Strategic Options Backcheck and Review (document reference 7.17). This document takes account of any new cost or technology information, for instance along with any other changes in the planning and regulatory framework. Where the cost of more minor elements of each strategic option are unlikely to distinguish between options, these are not	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		necessarily included. We will continue to engage with the government and our regulators regarding policy and costs for new infrastructure and will adjust our approach if necessary.	
11-2.130	Criticism that impact on property value / private loss has not been included in the costings provided for different options by National Grid for the consultation / Criticism that National Grid have not provided analysis on the impact of the Project and alternatives on house prices	Potential impact on property prices is not a material planning consideration for the purposes of a DCO application. Separate to this point, the Secretary of State has asked that the DCO application include an assessment of the likely significant environmental effects in the form of potential impacts on property prices. The ES contains an assessment on this. It concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project. Although not part of the Environmental Impact Assessment process it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met).	
11-2.131	Concern about the cost to the consumer for financing the Project / Request for information on the cost of Project for consumers	National Grid is funded by a price control mechanism which is agreed with and set by the Office of Gas and Electricity Markets (Ofgem). We pay up front the cost to build a new power transmission line. The cost is then gradually passed on to customers through their electricity bills over the next 40 years or so. The funding for these up-front costs comes from our shareholders and the institutions that lend us money. Across all our investments in our vital infrastructure, this amounts to many billions of pounds. They invest in us because they expect that we will make a sufficient profit to provide an appropriate return on their investment and eventually pay them back. This brings a major benefit to electricity bill payers as it allows the recovery of the cost of our investment to be spread out over many years, rather than having a spike in electricity bills when we	

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		build a large new transmission connection. In response to a request by Essex County Council on behalf of all host Local Planning Authorities, we agreed to fund an independent review of cost options. This review has been completed and can be found on the Project website.	
11-2.132	Criticism that impact of the Project (e.g. impact on the environment, impact on residents, impact on traffic, impact on tourism, impact on health/mental health, impact on businesses) has not been included in the costings provided for different options by National Grid for the consultation / Suggest that impact of the Project (e.g. impact on the environment, impact on residents, impact on traffic, impact on tourism, impact on health/mental health, impact on businesses) is included in the costings	The factors listed have, where practicable, been considered by the Project. The figures National Grid have presented as expected costings for the Project are reflective of the final costs for other similar projects which included wider costs and impacts of proposals such as impacts of traffic and tourism. As we developed our proposals, we considered how to mitigate any potential impacts that our proposals might have and welcomed feedback on this at our consultation. Where necessary, we have amended our proposals in light of this feedback. Within the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), we have outlined potential environmental, social economic, and health impacts as well as mitigation.	
11-2.133	Criticism that too much money is being / has been spent on consultation	Public consultation is important to inform people of the proposals and to allow stakeholders an opportunity to provide feedback and influence the plans. National Grid ensured that its consultation was as informative as possible to provide local residents with accurate and representative information on our proposals. This included having our documents, interactive map, and 3D visualisation tools available at all of our Public Information Events. This meant that people could interact with our Project and have a full understanding of what we are proposing. We also provided both digital and printed materials to allow people the choice of how to interact with the consultation.	

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11-2.134	Request payment for LIQs (£150 per LIQ completed)	National Grid does make a one off payment for the returning of a completed Land Interest Question (LIQ) form. If a landowner believes that they have not received payment for a completed form, they should make contact with the Projects lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD	
11-2.135	Concern that certain mortgage lenders refuse to consider properties within approximately 100 m of pylons or high-voltage lines	Potential impact on property prices is not a material planning consideration for the purposes of a DCO application. Separate to this point, the Secretary of State has asked that the DCO application include an assessment of the likely significant environmental effects in the form of potential impacts on property prices. The ES contains an assessment on this. It concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project. Although not part of the Environmental Impact Assessment process it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met).	
11-2.136	Concern that the Project will increase insurance premiums for local residents	National Grid notes the respondent's feedback. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	

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		Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD	
Project History			
11-2.137	Concern about impact of the Project on future generations / Suggest that National Grid need to consider the sustainability / legacy of the Project for the future	In terms of the benefits to future generations, sustainability and the legacy of the Project, the need case refers to the British Energy Security Strategy which sets targets for the connection of up to 50 GW of offshore wind by 2030 and is a key part of a strategy for secure, clean and affordable British energy for the long term. The key role of National Grid's transmission system is to connect where energy is generated to where it is needed. This means that more homes and businesses can be powered by renewable and sustainable energy sources to meet the needs of present and future generations. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (Volume 6) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.	
Requests			
11-2.138	Request for further impact surveys in this section (generally - no location given)	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting	

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		from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.	
11-2.139	Request for further impact surveys	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation	

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		of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that will be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.	
11-2.140	Request for further information / Question about the Project	National Grid notes the respondent's feedback. All information about the Project can be found on the Project website. We will keep the public updated throughout the Development Consent Order (DCO) process.	
11-2.141	Concern regarding the source of construction materials for the Project / Request for National Grid to confirm the source of construction materials for the Project (e.g. are all of the construction materials being sourced from the UK)	National Grid and its delivery partners would comply with procurement laws and the required process to secure materials. The suppliers would be selected across a number of deciding factors such as market availability and cost. There will be no commitment to only source materials from the UK on this Project.	

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Technology/ Operations			
11-2.142	Concern about ongoing maintenance for the Project (e.g. disruption / cost)	National Grid has thousands of kilometers of overhead lines, underground cable and supporting infrastructure such as Cable Sealing End (CSE) compounds. We have well established and standardised practices to undertake maintenance works on these assets. By the implementation and adherence to such practices, cost and time efficiencies across the network have been identified and maximised where possible. The typical lifespan of an overhead line and the underground cable elements of a project would be approximately 40 years, depending on use and location. Maintenance inspections of overhead line routes are typically undertaken on an annual basis by ground based operatives walking through the route identifying and recording any faults or defects. In addition a helicopter or small aircraft / drone equipped with a high definition camera is used to monitor their condition on a regular basis. Additionally, thermal images are taken every six to eight years, which capture high-definition imagery of high resistance joints or defects on each pylon. To supplement the aerial photography and inspections, routine ground level walking inspections are also undertaken. The CSE compounds would contain equipment that can be accessed remotely to monitor the condition of the underground cabling.	
11-2.143	Concern that overhead lines are vulnerable to malicious activities (e.g. terrorism / warfare / sabotage)	Each pylon on the National Grid Transmission System is risk assessed in relation to vulnerability of unauthorised access. To reduce unauthorised access/sabotage from the ground as far as practicable, we install anti-climb measures such as barb-wiring to the bases of pylons in order to prevent access by members of the public. Clear signage is installed warning of the dangers of high voltages and regular inspections are	

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		undertaken depending of the level of vulnerability. However, the possibility of interference remains as pylons are typically situated in isolated locations where constant surveillance is impractical. We also undertake regular inspections of the overhead line using thermal imaging to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.	
11-2.144	Concern that overhead lines are vulnerable to weather events	National Grid's 400 kV overhead lines are designed to remain robust and operational in the worst weather conditions in the UK. Although overhead lines are more susceptible to disruption from lightning and high winds, they are also comparatively easy and cost-effective to repair and maintain compared to underground cables. The majority of the existing National Grid transmission network is constructed from overhead lines, these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. At this stage no known changes are required for a new overhead line Project. Unforeseen events of sufficient severity to cause damage to infrastructure are very rare in the UK but do occur. Overhead lines could be subject to adverse weather conditions such as high wind speeds and lightning strikes. In the unlikely event an overhead line was to be damaged, a network wide monitoring system would detect the fault almost immediately and the circuit would be tripped, and the live current stopped. At the point of repairing any damage, overhead lines are comparatively	

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		easier and more cost-effective to repair and maintain than alternative transmission technology. We also undertake regular ground based inspections of the overhead line using thermal imaging to assess damage to the overhead line and utilise helicopters and drones equipment with high definition and thermal imaging cameras to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.	
11-2.145	Criticism that pylons / overhead lines are an outdated / inefficient technology	The respondent's view is noted, however National Grid must work within the confines of the relevant policy which is the current National Policy Statement (NPS) EN-5, this policy makes clear that 'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Beauty (AONB))'. The majority of the existing National Grid transmission network is constructed from pylons and overhead lines, these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using Direct Current (DC) technology, and various onshore connection options including: increasing operational	

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		voltages on existing network to above 400 kV; Alternating Current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; High Voltage Direct Current (HVDC) overhead line and underground cables; and Gas Insulated Line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.	
11-2.146	Criticism that overhead lines are noisy in operation / Concern about noise impacts from overhead lines/Concern about vibration from overhead lines	National Grid has completed the Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects from the Project and recommends appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Operational noise from overhead lines is scoped out of the ES (Volume 6 of the DCO application), in accordance with the Scoping Opinion (document reference 6.20), on the basis that a low noise conductor system is proposed. However, information on noise from overhead lines is provided in ES Appendix 14.5: Operational Noise from Overhead Lines (Informative) (document reference 6.14.A5), which shows that overhead line noise screens out from further assessment at the first tier. The proposed overhead line conductor design is a relatively quiet conductor that National Grid uses for overhead lines operating at 400 kV. The proposed 'overhead line design ensures that the electrical stresses on the conductors/wires remain as low as practicable. Pylon fittings, such as insulators, dampers, spacers, and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and wind-induced noise to occur. Operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions.	

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11-2.147	Concern that the proposed cables can catch fire in temperatures over 30 degrees (not specified celcius or fahrenheit)	The designed operating temperature for the All Aluminium Alloy Conductor (AAAC) on the Norwich – Tilbury overhead line is 75 degrees Celsius. A maximum continuous operating temperature of this conductor type is 90 degrees Celsius. Therefore, the risk of overhead line cables catching fire due to high temperatures is deemed to be very low.	
11-2.148	Criticism of the SoundPlan software used to model noise impact as it does not account for resonant amplification that is associated with pylon construction (e.g. this can increase noise levels by 10-20dB or more) / Criticism of the lack of indication that this specific implementation the SoundPlan model has been configured to account for the increased transmissibility of sound as a function of the height of the pylon, meaning the SOAEL distances quoted for certain of the activities listed in tables A14.1.3 of the 2024 PEIR are likely to be significantly understated as are the buffer distances around each pylon indicated in figure 14.2 of the 2024 PEIR / Suggest this information is reviewed and corrected and the cost of additional mitigation measures quantified / Criticism that the 2024 PEIR is flawed in that it takes no account of the noise generated from specific ancillary construction such as the scaffolding towers required to support cables at road crossings as these are significantly closer to properties than the pylons themselves / Suggest any analysis of	Construction noise has not been modelled in SoundPlan but has been calculated following the methodology described in British Standard 5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise. The assessment presented in the Preliminary Environmental Information Assessment Report (PEIR) and in the ES Chapter 14: Noise and Vibration (document reference 6.14) and ES Figure 14.2 Construction Noise Assessment Outputs (document reference 6.14.F2) considers the worst-case activities (presented in associated ES Appendix 14.1 Construction Noise and Vibration Data (document reference 6.14.A1). With regards to pylon construction, the worst-case activity is from potential piling activities associated with pylon foundation construction. The assessment presented in Chapter 14: Noise and Vibration of the ES (document reference 6.14) also considers potential noise impacts from the construction of crossing protection. No significant adverse effects are expected from these activities where Best Practicable Means (BPM) are employed to reduce potential effects. With regards to pylon and scaffolding assembly, there is potential for 'metal on metal' sound during construction. However, this will be minimised through the use of good handling techniques as part of BPM detailed in the Outline Noise and Vibration Management Plan (NVMP) which is appended to the Outline Code of Construction Practice (CoCP)	

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	the noise produced in construction of these scaffolding towers also takes into account the high degree of resonant amplification in such structures and the additional cost of extra mitigation measures are quantified	(document reference 7.2). Specific construction noise mitigation measures, including those in relation to proposed scaffolding towards for crossing protection locations, will be determined by the Main Works Contractor(s) following their detailed assessment, and the NVMP will be updated accordingly.	
11-2.149	Suggest the Project uses TS Conductors (e.g to allow for the tripling of capacity and halving the line loss on existing pylons)	National Grid is monitoring how this technology develops in the future, but for the moment it is not a deployable technology that could be considered for any current projects. Superconductor technology remains in its infancy and has only been trialled in a limited number of circumstances globally. The technology is not at a level of development maturity where it can provide the capacity, voltage level or distance required for this Project.	
Tourism			
11-2.150	Concern about impact of the Project on tourism (generally - no location given)	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on tourism. These include: traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	

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Visual impact			
11-2.151	Concern about cumulative visual impact of the Project alongside existing overhead lines / concern about wirescape (generally - no location given)	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Networks to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in Chapter 13. The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects (document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.	
11-2.152	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds and substations) / Concern that the Project will cause a	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly	

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	negative impact on views (generally - no location given)	sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient.	

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		A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.	
Wildlife/ Ecology impact			
11-2.153	Concern about impact of the Project on flightpaths for birds (generally - no location given)	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitats Regulations Assessment (HRA) Report (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed.	
11-2.154	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		within the ES and Habitats Regulations Assessment (HRA) Report (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4) accompanying the Development Consent Order (DCO) application.	
11-2.155	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	
11-2.156	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	
11-2.157	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops,*	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences." Beehives can become charged if directly under an overhead line because of the electric field it produces. For existing overhead lines, this can be eliminated by screening or earthing the hive, but for new overhead lines, embedded design measures and careful routeing will avoid any potential effects. There does not seem to be evidence of EMFs adversely affecting bees directly. In the United States of America, the strip of land along power lines has been shown to be particularly attractive to bees, with these areas being utilised by commercial bee farms. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived.	
11-2.158	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		(CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid have committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.	
11-2.159	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.	
11-2.160	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.	
11-2.161	Suggest ecological enhancements as part of the Project	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new DCO developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		As well as seeking to avoid and minimise our impacts to nature the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental and societal benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.	
11-2.162	Concern that the Project will impact trees covered by Tree Preservation Orders / Tree Protection Orders (generally - no location given)	During pre-application National Grid asked relevant planning authorities to share information on Tree Preservation Orders (TPOs). Impacts to trees covered by a TPO from the Project are presented in ES Appendix 13.6: Arboricultural Impact Assessment (AIA) report (document reference 6.13.A6).	
11-2.163	Request a distance of 3.5 m from existing trees when planting new trees	An Arboricultural survey has been completed, details of which are presented in ES Appendix 13.6: Arboricultural Impact Assessment (AIA) (document reference 6.13.A6). The document references the best practice guidance set out in British Standards Institute, BS 5837: 2012 Trees in relation to design, demolition and construction – Recommendations. Surveys have been undertaken across the whole route and the results have been used to inform design. A pre-commencement arboricultural survey will also be undertaken post consent prior to works starting and the results will be used to inform detailed design. Further to this, an Arboricultural Method Statement detailing tree protection will be developed during detailed design. Minimum planting distances, to ensure for example that newly planted trees can grow to maturity, or to protect the root zone of an existing tree, are determined by factors such as tree species, root development space, and crown development. This will be dealt with on a case by case basis. As detailed in the Outline Landscape and Ecological Management Plan (LEMP), National Grid has committed to a 3:1 replacement for individual	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		trees and individual trees within small groups. The Project will prioritise the replanting for individual trees and small groups of individual trees within the Order Limits, offsite provision may however be required. Compliance with all relevant British Standard guidance will form an integral part of future works, including BS8545:2014, Trees: From nursery to independence in the landscape.	

South Norfolk feedback

South Norfolk specific feedback (Further Landowner Consultation)

Table 11-3 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Agricultural Land			
11-3.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	
Airfields			
11-3.2	Concern about the impact of the Project on Tibenham Airfield / Suggestion that the Project is routed away from Tibenham Airfield	National Grid has appointed an independent aviation consultancy which has engaged with Tibenham Airfield (with National Grid also present) to inform their impact assessment. Following consultation with the operators,	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		it has been assessed that, with the Project as currently proposed, operations (including gliding) can continue at the airfield. We are continuing to engage with the operator to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).	
11-3.3	Concern about the impact of the Project on Priory Farm Airfield / Suggestion that the Project is routed away from Priory Farm Airfield	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Priory Farm Airfield. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We are continuing to engage with the operator to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. Further information on the assessment of airfields can be found in the Environmental Statement (ES) (see ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2)).	
11-3.4	Criticism of Alan Stratford Associates (ASA) opinion that the Project posed an acceptable increase in aviation safety risk to Tibenham Airfield and Priory Farm Airfield (the respondent feels that no increase is acceptable) / Criticism that only the aerodome operator can assess aviation safety risk with regard to obstacles (e.g. Norfolk Gliding Club)	The Overarching National Policy Statement for Energy (EN-1), together with the National Policy Statement for Electricity Networks Infrastructure (EN-5) are the primary determining policies for the Project. EN-1 recognises the responsibility of aerodrome operators for safeguarding. In accordance with EN-1, National Grid's approach has involved consulting with and considering the feedback of the operators at Tibenham and Priory Farm aerodromes to inform impact assessments.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		The conclusions of the assessments are that, with the Project as currently proposed, the aerodromes can continue to operate. We are continuing to engage with the operators to enable their review of the acceptability of the Project design and support their consideration of whether reasonable changes to operational procedures are required. The Design Development Report, published in April 2024 to inform the Statutory Consultation, refers to feedback proposing changes to the 2023 Preferred Draft Alignment to reduce effects on Tibenham and Priory Farm aerodromes. It notes that the feedback was reviewed, as well as consideration that flight activities will be able to continue at both aerodromes. National Grid, together with its appointed aviation consultants, met with representatives of both Tibenham and Priory Farm aerodromes during the Statutory Consultation period regarding the 2024 Preferred Draft Alignment. Engagement has since continued with an additional meeting. Further information on the assessment of aviation impacts can be found in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impacts (document reference 6.15.A2).	
11-3.5	Criticism that guidance from the highly experienced CAA, the BGA and the GAAC has been provided to National Grid and ignored in favour of the Alan Stratford Associates (ASA)	National Grid carefully considered feedback from the BGA and CAA AAT and the guidance to assessment that they have provided. National Grid considers the assessments completed by its advisors to be appropriate and balanced. The conclusions vary by airfield with some adjustments made to the Project in some circumstances (route alteration and change of pylon type) with small adjustments to airfield operations in other cases.	
11-3.6	Criticism that National Grid ask for information on current operations, yet the CAA AAT advised National	National Grid considers it appropriate to use current activities as a starting point for assessment but also recognises the potential for future change.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
	Grid some time ago that they should not base their presumptions on current data (e.g. this advice wasn't followed by Alan Stratford Associates (ASA) in the preparation of the Aerodrome Assessment and therefore any such information is not relevant)	We would note that any such future change must be realistic and, as with other development, would be expected to be defined in terms that were capable of assessment.	
Community / Social Impact			
11-3.7	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		15: Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
11-3.8	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on sports clubs, recreational land and recreational routes located within the Order Limits. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include: traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-3.9	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.	
11-3.10	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) identifies any measures considered to be necessary to reduce likely significant effects which would also consider the potential for	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.	
11-3.11	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*." Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.	
11-3.12	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) consider the potential impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from ES Chapter 16: Traffic and Transport	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		(document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures would be in place to reduce impacts. These include: traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures are presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.	
11-3.13	Criticism of surveys undertaken for the Project in this Section	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.	
Construction Impacts			
11-3.14	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-3.15	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts	
11-3.16	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA)	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP (document reference 7.2)) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP (document reference 7.2) sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.	
11-3.17	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the local highway authorities and National Highways. An AIL routing strategy containing details about these movements are submitted in support of the Development Consent Order (DCO) application.	
Consultation			
11-3.18	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	

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Design Change (CR)			
11-3.19	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with NPS EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.	
11-3.20	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may	

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		bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line would be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and	

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		procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES.	
11-3.21	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is 'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant	

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		adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.	
11-3.22	Suggest placing the pylons in a north to south orientation either across the grassland meadow or through the 'previously cleared woodland' to reduce ecological damage in Bunwell Hill	National Grid proposed a slight change to the alignment and haul road between RG46 and RG51 which takes the alignment to the west and avoids the County Wildlife site and veteran tree, as this alignment is preferred due to avoiding these assets we are not proposing to change the	

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		alignment at this location. The haul road was also moved to be closer to the alignment and utilise an area of woodland which is less mature. We have also narrowed the haul road and proposed the use of trackway to reduce impacts to trees in the woodland where possible. National Grid has submitted an Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects. Specifically, ES Chapter 8: Ecology and Biodiversity (document reference 6.8) considers the effects on designations, habitats and species during construction and operation of the Project.	
11-3.23	Suggest that towers are placed in the corners of fields to reduce impact, especially pylon RG17	National Grid notes the preference from certain landowners for pylons to be situated along hedge lines where possible to reduce the impact on agricultural activities and reduce land take. We have assessed requests from landowners on an individual basis. We have positioned RG17 as close to the field boundary as possible while allowing space for scaffolding required for crossing protection during construction.	
11-3.24	Suggest two alternative route for pylons RG18 to RG24 following the edge of two ownerships but mostly within one property (purple line on respondents plan) and a route that interacts with the woods to the north (blue line on respondents plan) this is to reduce impact on dwellings, avoid bisceting a farm, evenly sharing the route across two landowners, route pylons on the edge of fields and provide natural screening for the pylons	National Grid has considered the respondent's feedback and has reviewed a number of alternative alignments in this location including the two suggested by the respondent. Alternatives to the north would impact more woodland and would also increase the impact on a proposed solar farm development, alternatives would also be longer and require additional angle pylons and would be therefore less consistent with the Holford Rules. We are therefore not proposing a change to the alignment in this location. A summary of the Holford Rules is provided within Appendix I22 of this	

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		report. The effects of the Project are assessed as part of the Environmental Impact Assessment (EIA) and presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), this has identified any need for additional mitigation.	
11-3.25	Suggest that the Project is routed in a north to south direction near Bunwell to avoid Bunwell Wood / Criticism that National Grid said their 2024 consultation (e.g. in their Feedback Response Document) and the proposed 2024 route that Bunwell Wood would be avoided, but the 2025 route does not avoid Bunwell Woodland	National Grid proposed a slight change to the alignment and haul road between RG46 and RG51 which takes the alignment to the west and avoids the County Wildlife Site and veteran tree, as this alignment is preferred due to avoiding these assets we are not proposing to change the alignment at this location. The haul road was also moved to be closer to the alignment and utilise an area of woodland which is less mature. We have also narrowed the haul road and proposed the use of trackway to reduce impacts to trees in the woodland where possible. National Grid has submitted an Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects. Specifically, ES Chapter 8: Ecology and Biodiversity (document reference 6.8) considers the effects on designations, habitats and species during construction and operation of the Project.	
11-3.26	Suggest rerouting the pylons into the field along the western edge of The Vale so that consultation and consent would need to be obtained from one landowner rather than 37	The Order Limits are drawn as such in this location to allow for the undergrounding of an existing 11 kV overhead line from the field to the east of The Vale where it crosses the Project. The design for this section of undergrounding has been developed in collaboration with UK Power Networks as per their recommended design solution to suit their network requirements. At detailed design National Grid and UK Power Networks	

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		would confirm the exact location, installation and reinstatement methods. Additionally should the Project be consented we would continue to engage with affected persons leading up to the works and access would be maintained at all times.	
11-3.27	Suggestion that the haul road from Mellisash Road be rerouted to follow the existing field boundary close to RG102 to avoid dividing an arable cropping enclosure	National Grid notes the respondent's feedback regarding the location of the haul road within the field. Reviewing the alterative location would result in an islanded section of field which would remain inaccessible as it would site between the haul road on the boundary and the red line boundary of the main works. In its proposed location the section of arable field remains accessible and not enclosed.	
11-3.28	Suggestion that pylon RG081 be relocated closer to field boundary to reduce impacts on farm	National Grid notes the respondent's feedback, RG81 cannot be moved closer to the field boundary as it is an angle pylon and therefore a change in either direction would impact the overhead alignment to the north and south. Notably the alignment towards the south is such that the overhead line remains approximately midway between residential properties at Snow Street and Bressingham Common. Additionally, space is required around the pylon for pulling the conductors during construction. Therefore we have not made a change to the location of this pylon.	
11-3.29	Suggestion that pylons RG100 and RG102 be relocated back to previous positions presented at 2024 statutory consultation close to adjoining field boundaries and watercourse to minimise sterilising land	National Grid notes the respondent's feedback to position RG100 and RG102 back to their previous positions on the field boundaries. Whilst the preference is noted, the revised alignment has been made responding to various elements of feedback to reduce the level of change by following the 132 kV alignment, positioning to benefit from more tree screening and maintaining flight activity at Brook Farm airstrip. There was also a need identified to pick an alignment to impact minimally on the woodland. We have therefore not proposed a change to the positions of these pylons.	

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11-3.30	Suggest that the Project is re-routed further west in this section (e.g. closer to Thetford)	National Grid has considered alternative routes closer to Thetford at various scales. In the 2022 Corridor and Preliminary Routeing and Siting Study (available on the Project website) a more westerly route was considered both in terms of connections from Norwich Main Substation as well as from Necton Substation. They were less preferred by being longer connections (i.e. less consistent with Holford Rule 3 (see Appendix I22 of this report)) but were also likely to create conflict with Special Areas of Conservation (SAC) which are more concentrated around Thetford than the alignment of the Project. More localised alternative alignments, remaining to the east of the SACs closer to Thetford have also been considered but were less preferred because they transfer effects and comprise longer routes and thus are less consistent with Holford Rule 3 and National Grid duties under the Electricity Act.	
11-3.31	Suggest that the Project is re-routed further east from Pylon RG61 to RG69, as per plan provided by respondent and previous requests made by respondent (e.g. to mitigate impact on respondent and community, to save National Grid costs in compensation, and to benefit from the revised route which would move the Pylons behind existing woodland and hedge lines and in the corner of arable fields, reducing landscape, agronomic and environmental impacts) Criticism that National Grid haven't accepted this change to date, despite the respondent being currently set to take the burden of 10% of the Pylons as part of the Project in the county of Norfolk, and criticism that National Grid will not accept a marginal repositioning of Pylons to utilise natural screening and reduce the	National Grid has considered the respondent's feedback, to move RG61 to RG69 further to the east. A more eastern alignment would move the alignment from relatively equidistant between properties to closer to properties and listed buildings to the east. The suggested location of pylons would also have a greater impact to the environment. National Grid has submitted an Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation of the Project and recommends appropriate mitigation to reduce effects.	

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	agronomic impact by siting them in field boundaries and corners despite National Grid making other changes to the Project to support landowners (e.g. like to mitigate the impact on Brook Farm Airstrip)		
11-3.32	Suggest that the Project is re-routed either closer to Wortham, or to the west of Wortham	National Grid notes the respondent's feedback but also notes that it has previously considered a number of alternatives meeting these suggestions in the development of the Project. The reasons for them being less preferred are set out in the 2023 and 2024 Design Development Reports (available on the Project website). The 2022 consultation corridor passed to the west of Wortham but was less preferred, notably including greater effects on the Grade I Listed St Mary's Church at Wortham. An alignment further west has also been considered passing to the west of Bressingham Church, the main reasons for this alternative being less favoured were ecological effects. Other alternatives between Wortham and the alignment have also been considered, however the alignment is preferred due to reduced effects on an airfield, reduced interface with solar developments and reduced visual effects. In the absence of new information or further factors being identified no change is proposed.	
11-3.33	Suggestion that the Project is routed away from / the Project should not be located at a specific location (e.g. a house / farm / postcode)	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report, published as part of the Development Consent Order (DCO) application.	
11-3.34	Suggestion that the Project is routed away from / the Project should not be located at Roydon	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roydon. In the absence of a specific basis for the change or a proposed alternative alignment, we	

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		have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Roydon.	
11-3.35	Suggestion that the Project is routed away from / the Project should not be located at Bunwell	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Bunwell. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Bunwell.	
11-3.36	Suggestion that the Project is routed away from / the Project should not be located at Winfarthing	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Winfarthing. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22. We are therefore not proposing a change to the alignment at Winfarthing.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-3.37	Suggestion that the Project is routed away from / the Project should not be located at Bunwell Hill	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Bunwell Hill. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22. We are therefore not proposing a change to the alignment at Bunwell Hill.	
Economic/Employment impact			
11-3.38	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.	

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Environmental impact			
11-3.39	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied where practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An Ancient Woodland and Veteran Tree Strategy is included as part of the Outline Landscape and Ecological Management Plan (see Appendix B of the Outline LEMP (document reference 7.4)). The Outline LEMP (document reference 7.4) has been developed in consultation with relevant stakeholders including Natural England and local planning authorities.	
11-3.40	Concern that the Project will result in a negative impact on the environment / countryside generally (no details given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid have engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6:	

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		Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.	
11-3.41	Concern about the impact of the Project on flooding	A Flood Risk Assessment (FRA) has been prepared (document reference 7.9) in addition to a flood warning and evacuation plan that details actions for flooding emergency during Project construction, as an appendix to the Outline Code of Construction Practice (CoCP) (document reference 7.2). The FRA (document reference 7.9) has assessed a range of sources of flooding to the Project and arising from the Project, and a range of measures, including those embedded within the design, and good practice, have been secured to ensure that the Project is resilient to flooding, and does not contribute to an increase in flood risk from any source.	

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Financial compensation			
11-3.42	Concern that the Project will devalue property / impact on property value in this section / Concern that the project will impact on being able to sell property	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	
11-3.43	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	

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		Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
11-3.44	Request that National Grid purchase respondent's property / business	National Grid is not required to purchase any properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.	

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Health, Safety & Wellbeing			
11-3.45	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of	

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		EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.	
11-3.46	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and look to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid have followed the guidance and policies adopted by Government on advice from their	

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		scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.	
11-3.47	Concern that the Project poses a safety risk to aircraft (including balloons) in the area / Concern that the Project will impact airfields in this area	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1. Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including two helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Further information on the assessment of airfields can be found in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	
11-3.48	Concerns that the proposed Project would leave the respondent's currently gated area open, which will be a security risk for the respondent (e.g. theft of machinery may occur)	National Grid acknowledges the concern that the proposed works could require access through an existing gated area, creating a potential security risk for the landowner, such as theft of machinery. Security is a key consideration in the planning and delivery of the Project. Where works require the temporary removal or opening of existing gates, fences or other boundary features, arrangements would be made to maintain appropriate site security for the duration of the works. This may include temporary fencing, secure gates, or other agreed measures to ensure the property remains protected. All construction sites would be subject to site-specific security assessments, and proportionate mitigation would be implemented to deter unauthorised access and theft. National Grid's Corporate Security team supports the Project by identifying areas of higher risk and advising on appropriate measures. A Site Security Plan would set out how security would be implemented, monitored, and adapted if required.	
Heritage			
11-3.49	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.	
Mitigation			
11-3.50	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation and maintenance of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO)	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	
Primary Access Route / Haul Road / Construction Compounds			
11-3.51	Suggest the proposed haul road between pylons RG15 and RG16 runs parallel to the proposed overhead line	The haul road is not routed parallel to the overhead line in the vicinity of RG14 to RG15 in order to route to the south of an existing solar farm to reduce impacts to this existing generating station. Consequently, the haul road is positioned to the south of RG15 and to avoid additional impacts to additional vegetation on the boundary line between RG15 and RG16 it stays to the south of the overhead line. Additionally, this route ensures the haul road stays to the south of the proposed conductor stringing work area.	
11-3.52	Concern that the proposed haul road does not mitigate impacts on continued use of the land and increases the likelihood of land being severed resulting in the remainder of the field not being viable to crop / Suggest the haul road follow the periphery of the field (blue hatch in respondent's plan) / Suggest pylon access routes using existing tracks, access points and following cropping directions. (as per respondent's plan)	National Grid notes the respondent's concern but need to balance the reduced cost of a straighter road alignment with greater compensation for agricultural effects against the greater cost of a longer haul road with spurs to pylon bases but reduced agricultural compensation. On balance we favour a more direct haul road to reduce the quantity of roadstone material required, reducing impacts on land due to roads. The use of existing access is considered but often they are not suitable in terms of construction, or the use by others may create increased risks or programme delay to construction. On balance the creation of temporary dedicated access is generally preferred, and no change is proposed.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
PRoW (Public Rights of Way)			
11-3.53	Concern about negative impact on PRoW / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.	
Requests			
11-3.54	Request for further impact surveys in this section	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.	
11-3.55	Criticism of plan provided by National Grid (attached by respondent) which seems inaccurate and appears to include half the Highway carriageway and verge / Request for National Grid to confirm why driveway access is required, and also therefore the accuracy of the original plan	The Order Limits are drawn as such in this location to allow for the undergrounding of an existing 11 kV overhead line from the field to the north-west where it crosses the Project. The design for this section of undergrounding has been developed in collaboration with UK Power Networks and identified an existing cable joint in the highway or verge in the location as described by the respondent. At detailed design National Grid and UK Power Networks would confirm the exact location of the cable joint and the detailed design of the cable diversion. If the joint is determined to be in the carriageway to the south as expected, it is unlikely that any works would be required on the drive.	
11-3.56	Request the Project does not interfere with easements on the respondent's property and cable infrastructure is afforded full protection throughout construction, operation and maintenance / Request in writing that no part of the Project will damage, prevent or obstruct the	National Grid's position is that full protection throughout the duration of any construction, operational or maintenance activities within the Project cannot be accepted on the basis that: National Grid also require access and egress to the haul road and the access route, and this must be 24/7 to allow for construction activities.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
	installation or operation of the cable, require the cable to be removed, diverted, or relocated or impede access to the cable for maintenance or operational purposes	Should Pivoted Power require any access for maintenance or operation past the initial construction phase, National Grid would work with Pivoted Power to adopt a solution that suits both parties as highlighted in the Deed of Grant. National Grid's understanding is that the works will be completed out of normal working hours, so it does not impact activities. National Grid's expectation is that this will be completed in advance of the Norwich to Tilbury works taking place on site. Due to the expectation that Pivoted Power will undertake the cable installation works in advance of Norwich to Tilbury, there should not be any interface between parties that would cause any perceived obstruction or potential damage to Pivoted Power's cable installation. At present, there are regular, ongoing coordination meetings between National Grid (Customer connections) and customers to ensure that the interests of both scopes are delivered. National Grid is committed to further discussions to agree further protective provision or to entering into a side agreement. National Grid has made contact to the representatives of the project with no response thus far. National Grid is awaiting a confirmation for a meeting and look forward to a discussion with the project team. A Statement of Common Ground is currently being drafted between both parties.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Visual Impact			
11-3.57	Concern about cumulative visual impact of the Project alongside existing overhead lines / Concern about wirescape	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Networks to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable to rationalise the network and reduce potential for cumulative wirescape effects. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in Chapter 13. The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects (document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.	
11-3.58	Concern that the Project will be unsightly / visually intrusive (including overhead lines, Cable Sealing End	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
	(CSE) compounds and substations) / Concern that the Project will cause a negative impact on views	instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.	
11-3.59	Concern that pylons RG20 to RG23 (especially RG21 and RG22) are highly visible from rear of Flordan Hall (grade II listed building) impacting the setting, horizon and character of Historically Important property, including the associated Grade II listed farm buildings (as per respondent's plan)	National Grid has considered the respondent's feedback and has reviewed a number of alternative alignments in this location. Alternatives to the north would impact more woodland and would also increase the impact on a proposed solar farm development, alternatives would also be longer and require additional angle pylons and would be therefore less consistent with the Holford Rules. We are therefore not proposing a change to the alignment in this location. A summary of the Holford Rules is provided within Appendix I22 of this report. The effects of the Project are assessed as part of the Environmental Impact Assessment (EIA) and presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement), this has identified any need for additional mitigation. The alternatives considered were preferred on heritage grounds. The impact assessment for Flordon Hall and associated listed buildings is presented in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and a viewpoint and visualisation have been produced to inform the assessment (see document reference	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		7.12). The assessment concludes a significant effect due to the change to the setting of Flordon Hall and associated listed buildings, and while additional mitigation was considered, there was not a suitable option that did not in itself increase the adverse impact to the listed building.	
Wildlife / Ecology Impact			
11-3.60	Concern that the Project will result in a negative impact on species	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-3.61	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid have committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.	
11-3.62	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.	

Mid Suffolk feedback

Mid Suffolk specific feedback (Further Landowner Consultation)

Table 11-4 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Agricultural Land			
11-4.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	
11-4.2	Concern that the Project will have a negative impact on agricultural livestock (e.g. type of livestock)	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.*"	
Airfields			
11-4.3	Concern about the impact of the Project on Elmsett Airfield / Suggestion that the Project is routed away from Elmsett Airfield	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Elmsett Airfield. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We would continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	
11-4.4	Concern about the impact of the Project on Wattisham Airfield / Suggestion that the Project is routed away from Wattisham Airfield	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Wattisham Flying Station as well as the Ministry of Defence (MOD) Defence Infrastructure Organisation (DIO). Following this and further assessment it has been determined, with the Project as currently proposed, that the aerodrome can continue to operate.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		We would continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	
11-4.5	Concern about the impact of the Project on Raydon Wings / Suggestion that the Project is routed away from Raydon Wings	National Grid has appointed an independent aviation consultancy which has engaged with Raydon Wings aerodrome (with National Grid also present) to inform their aviation impact assessment. Following consultation with the operator, it has been assessed that, with the Project as currently proposed, operations will be able to continue at the airfield once the Project is constructed and operational. It is recognised, however, that construction of the underground cable route is likely to temporarily disrupt the aerodrome. National Grid is engaging with the operator to enable their review of the acceptability of the design and explore potential mitigations to minimise temporary impacts on aviation operations. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	
Community/Social Impact			
11-4.6	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual Project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics. Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-4.7	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, targeted consultations, and landowner consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.	
11-4.8	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) identifies any measures considered to be necessary to reduce likely significant effects which would also consider the potential for	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.	
11-4.9	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: '*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.*' Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice '*Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields*' to ensure these are mitigated, which include equestrian activities.	
11-4.10	Criticism of surveys undertaken for the Project in this Section	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		(and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.	
11-4.11	Concern about the impact of the Project on water supply	National Grid has conducted preliminary ground investigations in order to better understand the geology along the underground cable route, including ground water levels. This would be supplemented by more detailed investigations prior to construction should the Project obtain consent. National Grid would assess the impact of the works on all identified ground water sources, including public and private abstraction points, and take appropriate measures to avoid detriment to those water sources. Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		stage of the project ahead of construction starting on site. As part of the development of the Project a Groundwater Baseline and Qualitative Groundwater Risk Assessment has been undertaken and forms part of the Environmental Statement (ES) (document reference 6.9.A3). This document provides an assessment of the potential effects of the Project on groundwater resources and includes an appraisal of the impacts on groundwater supplies. Mitigation measures have been included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) regarding the prevention of groundwater pollution as well as measures specific to safeguarding groundwater fed water supplies. Commitments would include the safe and responsible storage of fuels, oils and chemicals, the monitoring of water quality prior to construction to confirm a baseline for future tests during construction and additional hydrogeological risk assessment at specific locations where there is a potential for the Project to impact on groundwater.	
11-4.12	Concern that the Project will impact respondents Countryside Stewardship schemes (near Granary, Lower Somersham) which will subject the respondent to financial penalties for non-compliance	National Grid will work with all landowners to try and mitigate any impacts the Project may have on any schemes they may be part of, such as the Countryside Stewardship scheme. Where mitigation cannot be put in place and there are financial implications caused as a direct effect of the Project, National Grid will compensate landowners accordingly.	
Construction impacts			
11-4.13	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects.	

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		Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	
11-4.14	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety	

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		and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts.	
11-4.15	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration.	

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		ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP (document reference 7.2)) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP (document reference 7.2) sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.	
11-4.16	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	

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11-4.17	Concern about vibrations from construction	An assessment of construction vibration is presented in Environmental Statement (ES) Chapter 14 - Noise and Vibration (document reference 6.14). The assessment considers both the potential impact upon people within buildings (i.e. disturbance), and potential damage to buildings and structures. The assessment considers relatively worst-case construction methodologies and does not take account of potential mitigation. This is so that potential 'hot-spots' can be identified where there is the potential for significant adverse effects, without mitigation. The construction vibration assessment has identified 74 locations where there is potential disturbance to people within buildings from construction vibration. Of these, 72 relate to potential vibratory compaction activities which would be expected to be for a relatively short duration (i.e. less than day). The remaining two relate to potential piling activities for pylon foundation construction. With regards to potential damage to buildings and structures, the assessment highlights locations where there is a potential non-zero risk of damage. 14 locations have been identified, all of which relate to potential vibratory compaction activities. In all cases, significant adverse effects, or potential structural damage, can be avoided with the use of best practicable means (BPM). This may include alternative methods, such as non-percussive/vibratory techniques. Additionally, prior to undertaking works, the Main Works Contractor(s) would conduct a detailed construction vibration assessment based on their specific methodologies and determine specific mitigation measures, where applicable.	

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11-4.18	Concern that information has not been provided on whether the UKPN 11 kV underground cables will be laid above or below an existing high pressure gas pipeline	National Grid is aware of the high pressure gas main. The Outline Code of Construction Practice (CoCP) (document reference 7.2) provides commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase. Pre-construction surveys would be undertaken to aid the detailed design development of the cable route, these would be completed prior to construction. National Grid works and consults with all third party statutory utility owners as well as the local water and electricity companies. Where required, appropriate mitigation would be agreed in order to negotiate such existing infrastructure. The Order Limits are inclusive of the area required to deliver the UK Power Networks mitigation works required to deliver the Project. National Grid has coordinated with UK Power Networks to ensure the designs align with their best practices and system requirements. Working in proximity to existing utility assets (both above ground and buried is common practice for National Grid and their contractors. National Grid and their contractors shall adhere to relevant Health and Safety Executive (HSE) and National Grid & UK Power Networks specific legislation, policy and guidance when constructing, operating and maintaining the Project. The high pressure gas pipeline crossing would be developed further during detailed design. The Environmental Statement (ES) (document reference Volume 6: Environmental Statement) of the Development Consent Order (DCO) application provides an assessment of the Project including temporary construction impacts and any permanent impacts.	
11-4.19	Concern that the Project includes underground cables near to respondents property on Blood Hill Road (e.g. it appears that the respondents land will suffer huge	National grid has and will continue to engage with all landowners potentially affected by the proposed Project. National Grid has appointed Fisher German as their land agents, and they	

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	impact from the Project, no detail has been provided on proposed timings and duration of any works, the plans provided appear to show that the respondents holding will be divided into three completely separated areas by the works, no information has been provided to explain how the respondent will be able to access their land, no discussion has been had with the respondent on how the impact to the current horses that graze the land will be managed by National Grid, and there is believed to be a high-pressure gas pipeline located within the southern area)	will be happy to meet with affected landowners to discuss how the Project my effect their land. At this stage we may not be able to confirm exact timeframes for construction but will be able to discuss / agree how the land may or may not be affected and agree possible mitigation or compensation where applicable. If a landowner would like to arrange a meeting or discuss the Project they can contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. In addition to adhering to Regulation 15 of The Pipelines Safety Regulation 1996, National Grid would comply with the safe working requirements dictated by the asset operator when working within the vicinity of their high-pressure gas main.	
11-4.20	Concern that access to the respondent's property on Bildeston Road (near Offton) will be impacted by Project	National Grid notes the respondent's feedback. Bildeston Road has not been identified as a primary access route for construction traffic, therefore the only construction vehicles expected to use this road are a crane and vehicles to enable the removal of UK Power Network pylons. These will be accessed via Castle Road. Short term closures of Bildeston Road will likely be required for certain construction activities, however access will be maintained either through traffic management or the provision of appropriate diversion routes. Further details can be found in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	
Consultation			
11-4.21	Comment supportive of the Project in this section	National Grid notes the respondent's feedback.	
11-4.22	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	
11-4.23	Concern about the impact of the Project on respondents solar development (plan previously	National Grid had taken into account the potential effects on solar development in this location where adjacent solar farms restrict the ability	

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	provided to land agent by respondent ; e.g. considering the full extent of the red line boundary, the Project would impact the total capacity of the development) and request that National Grid share the final plans as discussed and agreed with respondent during a call that took place / Suggest that the Project is delivered in co-ordination with respondents development (e.g. to minimise compensation costs for National Grid) / Concern that National Grid have not provided feedback to the points raised by the respondent during the initial call that has taken place) and suggest a meeting is organised as soon as possible to facilitate co-ordination between the Project and the respondent's development in Palgrave	to avoid impacts by route amendments. As a result of further engagement, we have identified a number of local adjustments that can be incorporated within the Project that fully address the points raised in the feedback. We continue to work through the details of this with the developer and landowner and are progressing to an agreed Statement of Common Ground that resolves the points raised.	
Design Change			
11-4.24	Suggest that existing overhead lines in this section should be removed	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological	

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		receptors as well as constraints from either existing buildings or unsuitable ground conditions.	
11-4.25	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with NPS EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.	
11-4.26	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission	

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		infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line would be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical	

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		Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual amenity. The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a	

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		Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.	
11-4.27	Concern that the visibility splay of the proposed access routes along Old Bury Road will not be sufficient due to the respondents newly planted trees along the road frontage to enhance privacy / Suggest alternative access points (per the respondent's plan)	The newly planted trees along the road frontage will not be impacted by the visibility splay for the permanent access. Access to the compound and haul road is via a new bellmouth with associated visibility splays located on the A143 opposite the spur onto Old Bury Road approximately 1 km east of the access to Rookery Farm Ltd.	
11-4.28	Concern pylons RG136 and RG137 are too close to the gas main	National Grid notes the respondent's feedback and pylons RG136 and RG137 are located in close proximity to the National Gas Transmission (NGT) high pressure gas pipeline. The pylon centre points are approximately 42 m and 50 m to the west of the gas pipeline respectively. The final position of the pylons, foundation design and its zone of influence will be determined by our contractors at detailed design. Where works are within 3 m of NGT assets the actual position and depth of the asset must be established onsite with the presence of a NGT representative. A safe working method must be agreed with NGT prior to any work taking place in order to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline. Should the Project obtain consent, further details would be worked up by the Contractor at the construction stage through further engagement with NGT. National Grid is engaging with NGT's plant protection team to detail the extent of the proposed interactions and agree mitigation where required to.	
11-4.29	Suggest the pylon associated with the line to be removed as part of the Bramford to Twinstead project is also removed to reduce visual impact	The existing 4YL route overhead line pylons positioned to the north and west of Bramford Substation are to be removed as per the Bramford to Twinstead Development Consent Order. The RG route overhead line as proposed as part of the Project proposed a	

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		similar terminal pylon (RG208) slightly south of existing 4YL002, this pylon is required to facilitate the connection of the overhead line to the two gantries (RG209 and RG210) positioned within Bramford Substation. Whilst noting the respondent's preference the connection requires this pylon as part of the Project. The visual impact is assessed and reported on within the LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.	
11-4.30	Suggestion to route construction traffic north of Capel St Mary via an existing 2-lane slip road and a temporary haul road along the old railway track, rather than via the B1070 junction and Holton St Mary	National Grid has carefully considered the feedback received during the statutory consultation for this Primary Access Route for construction vehicles. The suggestion to follow the dismantled railway for the haul road is not considered to be a viable solution given the proximity to the preceding junction and the cost of the works. In this case more limited works and a shorter additional haul road distance over are provided by the use of the existing access near Holton St Mary and this remains preferred. Whilst noting the respondent's preference there is no specific evidence provided nor additional factors identified that either support the preference stated or justify a change from the Project. National Grid has undertaken an assessment of the potential effects of the Project on traffic and transport and recommends appropriate mitigation to reduce potential effects (see Chapter 16: Traffic and Transport of the Environmental Statement (ES) (document reference 6.16) for further detail).	
11-4.31	Request that pylons RG133 to RG136 be relocated east to run parallel to the existing Bramford-Norwich 400 kV line	The potential to divert the alignment to more closely parallel the existing overhead line infrastructure, particularly in this location where the existing and proposed lines come into close proximity, has been considered and reported in the 2022 Corridor and preliminary routeing and siting study and the 2023 and 2024 Design Development Reports (available on the Project website). It has been further reviewed in respect of the section	

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		identified in the feedback in the 2025 Design Development Report (document reference 5.15). In the absence of new information or the identification of other factors the conclusions drawn previously remain valid that it is less preferred. There are greater effects where lines converge and diverge with sharp direction changes to the north-west of Mendlesham and south-east of Mendlesham Green to connect with the remainder of the alignment. Effects are not removed but transferred to other receptors and overall adopting the change would provide an alignment with more angle pylons and be less direct and less consistent with Holford Rule 3. A summary of the Holford Rules is provided within Appendix I22 of this report. There are also increased maintenance and refurbishment risks especially to the west of Mendlesham where the large direction change on the existing line would require additional separation between parallel overhead lines to provide the appropriate space for future maintenance to be completed safely where there is limited space because of a listed residential property. Overall, a more parallel alignment is considered less consistent with Holford Rules and likely to increase effects. On this basis we do not consider the suggested change to be preferred, and it is not taken forward.	
11-4.32	Suggestion that a straighter route between pylons RG196 and RG200 be considered	National Grid notes the respondent's feedback. The alignment and siting of pylons, including RG195 to RG200, reflect a careful balance between environmental, technical in addition to heritage considerations. The change between RG195 and RG200 resulted in avoiding impacts on the equestrian business and it also moved the alignment further away from residential properties along Ipswich Road. An additional outcome of this change was that rather than having multiple crossings of the existing 132 kV overhead line we are now proposing to	

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		underground the section of 132 kV overhead line from the first point of crossing near Middle Wood through to the north of Bramford Substation which will reduce the potential effects. This change remains preferred over a straighter alignment and no further change is proposed.	
11-4.33	Suggestion that the construction access route from Blood Hill be moved west and make use of an existing hardcore track	National Grid notes the respondent's feedback. The haul roads have been located to be close to the works that they are facilitating (in this instance the build of the overhead line pylons), to reduce route length and land take where possible. Importantly the haul roads must also tie in with the proposed public highway primary access points or crossing points (bellmouths) which have been positioned to adhere to highways safety requirements and where possible away from residential receptors. Due to these factors the haul road is positioned where it is, and no change is proposed.	
11-4.34	Request that pylons RG143 to RG148 be relocated to reduce impacts on respondent's farm (plan provided by respondent)	National Grid notes the respondent's feedback. RG143 cannot be moved to the position suggested as this is an angle pylon and any changes would therefore impact the sections of overhead line to the north and south of this pylon. Specifically, at RG143, space is needed around the pylon for scaffold to protect the public highway during stringing of the conductors. If implemented as suggested the change to the positions of RG144 and RG145 would transfer effects to other receptors by moving it closer to properties to the west. Also, the proposed change to RG148 would add an additional angle pylon and would significantly lengthen the span to RG149, requiring much taller pylons and also bringing in additional receptors (landowners currently unaffected). For these reasons the change proposed is considered less preferred compared with the alignment.	
11-4.35	Request for permanent access routes to be amended (plan provided by respondent)	National Grid notes the respondent's feedback with regards to the permanent access route and also notes that the most appropriate route	

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		also varies in response to seasonal variation in land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for these permanent access routes as part of the Project as these will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements.	
11-4.36	Suggestion that Stour Valley Beagle Kennels land is not suitable for use during the construction or operation of the Project	National Grid notes the respondent's feedback. The respondent's property is within the Order Limits as the existing 132 kV pylon is planned to be used to enable the 132 kV alignment to the west to be put underground. If the respondent has any concerns about the works required, National Grid would encourage them to contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	
11-4.37	Suggest access to pylon JC17 is from land parcel SK380302, the field where the pylon would be located, to reduce issues with third-party access rights	National Grid notes the respondent's feedback with regards to the permanent access route to JC17 and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for these permanent access routes as part of the Project as these will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at	

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		that point, taking into account the landowner and National Grid's requirements.	
11-4.38	Suggest that the Project at Pylon RG194 is re-routed west of Cottage Barn (e.g. to mitigate impact on 400 year old oak trees, great crested newts identified in the pond at cottage barn, skylark plots, other protected species, owl boxes, respondents driveway which is unsuitable and is not strong enough for heavy vehicles, and market garden) / Suggest that the Project is re-routed west of Cottage Barn (e.g. to mitigate impact on residents, farm, flora and fauna)	While the mature tree line to the north of Cottage Barn offers ecological value, arboricultural surveys have not identified these trees as veteran trees. However, impacts on the tree band have been minimised as far as practicable with the majority of trees likely retained. While there will be no direct loss of the pond at Cottage Barn, the potential temporary impact on Great Crested Newt (GCN) terrestrial habitat is acknowledged. It has been agreed with Natural England that a GCN District Level License (DLL) will be obtained for the full extent of the Project. This DLL will cover all potential impacts on GCN including those associated the pond at Cottage Barn. An alternative route to the west of Cottage Barn would not change the potential impacts on GCN. Ecological surveys have been undertaken for a range of other protected species including barn owl and farmland birds. The proposed alternative alignment to the west would not change the potential impact on these protected species. Full details can be found within Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). The alternative route suggested has the potential to reduce some effects however it transfers and increases effects by moving the alignment closer to two grade II listed properties and increasing effects at a residential property to the north east of Gunn's Farm by passing within around 60m. Effects on the market garden are reduced by restriction to oversail with the haul road repositioned to the northern edge. On this basis no change is proposed as any benefits are transferred and also increased for others. Noted regards the strength of the driveway, no physical works are proposed to this access route, alternative deconstruction methods exist if	

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		driveway deemed impractical for mobile crane. Both the current and alternative route suggested may cause disruption to farm operations during construction, but any disturbance would be mitigated by maintaining access to affected land, or providing alternative access arrangements, as stated in the Outline Code of Construction Practice (CoCP) (document reference 7.2). Disturbance to agricultural operations during the construction phase are assessed in full in Chapter 6: Agriculture and Soils (document reference 6.6) of the ES. By the end of construction, all land required temporarily would be reinstated.	
11-4.39	Suggest slightly re-routing the Project, so that the Project crosses the railway at Pylon RG117 (as per plan provided by respondent), which would significantly mitigate impact on respondents holding and would further reduce the impact on Gislingham	National Grid has considered the respondent's feedback. We previously proposed a change to the alignment between RG113 and RG118 (now RG119) which would move RG115, RG116, RG117 and RG118 further east away from Gislingham. RG117 would also then be positioned on the other side of a copse. Crossing the railway at the location suggested would result in the loss of a greater amount of woodland to the east of the railway and would be closer to a campsite and venue to the east. Therefore, we are not proposing a change to cross the railway at this location.	
11-4.40	Suggest the haul road near pylons RG201 and RG202 is relocated slightly to the south-west to follow the existing hedgerows before crossing the field close to the pylon route / Suggest the hardcore material of the haul road is retained after Project completion as an underlay for a new farm driveway (per respondent's plan)	The haul road is offset from the existing 132 kV pylon work area and proposed 400 kV pylon work areas to avoid impact during construction. Per the Outline Code of Construction Practice (CoCP) (document reference 7.2), any impact to the land will be reinstated to at least meet the recorded pre-condition survey. National Grid is applying for a temporary haul road that is to be removed with the land reinstated following completion of the works. However, National Grid is also willing to work with landowners who wish to secure the appropriate approvals (if needed) to either retain the material for use elsewhere on their holding or to retain such elements in situ. This is a	

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		matter for landowners to discuss with contractors or capture as part of voluntary agreements.	
11-4.41	Request for underground cables to have a minimum depth of at least 1200 mm (e.g. to mitigate impact on respondents deep rooted crops and irrigation near Hadleigh Road, Holton St Mary)	National Grid has a minimum depth to install cables, whilst we can install deeper the depth of the cable has an impact on its performance due the impact on its operating temperature and the ability to disperse the heat efficiently. Installing deeper cables also comes with programme, spatial and cost implications. If specific land uses require a greater depth of cable installation, these will need to be agreed when setting out the land agreements. Where a landowner has a concern, they should contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	
11-4.42	Suggest that the Project near Hadleigh Road, Holton St Mary is re-located to be closer to the field edge (as per plan provided by respondent)	National Grid has considered the respondent's feedback and has reviewed the alternative suggested. Moving the Order Limits in this location has been considered, however the alternative as suggested results in a greater loss of woodland (including veteran trees). The alignment has been straightened as far as practicable; the alignment now follows the western edge of the field more closely.	X
11-4.43	Suggest that attenuation basins near Hadleigh Road, Holton St Mary are not needed (as shown on plan provided by respondent)	National Grid notes the respondent's feedback. Drainage surveys would be carried out in advance of construction works and would include on-site assessments and engagement with affected landowners. The Project would manage surface water runoff using sustainable drainage systems techniques appropriate to local conditions. In this location, the drainage for temporary construction work is assumed to	

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		comprise an attenuation pond (or alternative feature) and outfall and an infiltration pond. As set out in the Flood Risk Assessment (document reference 7.9) the philosophy of the surface water drainage strategy is to replicate as closely as possible the natural runoff characteristics of the existing site. The FRA has identified good practice and additional mitigation measures that would be needed to ensure that flood risk to existing communities and infrastructure is not increased. These measures are described in the Outline Code of Construction Practice (CoCP) (document reference 7.2) and would be secured through the Development Consent Order (DCO), if granted. The Outline CoCP (document reference 7.2) also provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase. If practicable and feasible the indicated ponds may be removed as part of the detailed Project design. Landowners are encouraged to give the National Grid Lands team details of any private supply, drainage and irrigation systems as early as possible to ensure these can be assessed as part of the detailed Project design.	
11-4.44	Suggest that the Project is returned to it's pre-2024 alignment at Brook Farm Airstrip (e.g. to mitigate impact on community, and noting that Brook Farm Airstrip appears to be a privately owned, infrequently used, personal aerodrome), or suggest the following realignments which were requested by the respondent as of June 2024 - RG92 to be re-located southwest to avoid area with planning permission for solar farm	National Grid notes the respondent's feedback. The alignment in this location has been positioned to partly take the alignment of the existing 132 kV overhead line, reduce impacts to a solar farm development and avoid impacts to Brook Farm Airstrip. We have not made a further change back to the 2024 preferred draft alignment at this location. RG92 is positioned as close to the field boundary as possible while allowing for space for construction. In order to move RG93 north, RG92, RG93 and RG94 would have to increase in height due to increased span lengths in order to ensure safe clearances over the road. This would increase the visual impacts of these pylons and would also increase	

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	- RG93 to be re-located north to provide more natural screening from residential property - RG94 to be re-located west to reduce impact on agricultural operations (irrigation, spraying etc.) and future development of farm buildings	impacts to Brook Farm Airstrip as well as ecological impacts on the meadow. We are therefore not proposing a change to the location of this pylon. As RG94 is an angle pylon, space is required around the pylon for stringing the overhead lines through the conductors. We are therefore not able to move RG94 west to the field boundary without requiring the removal of the woodland to the west. We are therefore not proposing a change to the location of this pylon. If you have specific concerns regarding the impact on your land, we encourage you to seek third party advice. Alternatively contact the Lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	
11-4.45	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report, published as part of the Development Consent Order (DCO) application.	
11-4.46	Suggestion that the Project is routed away from / the Project should not be located at Palgrave	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Palgrave. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Palgrave.	

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Economic/ Employment impact			
11-4.47	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.	
Environmental impact			
11-4.48	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied where practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An Ancient Woodland and Veteran Tree Strategy is included as part of the Outline Landscape and Ecological Management Plan (see Appendix B document reference 7.4). The Outline	

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		LEMP (document reference 7.4) has been developed in consultation with relevant stakeholders including Natural England and local planning authorities.	
11-4.49	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as local wildlife sites (LWS), Royal Society for the Protection of Birds (RSPB) reserves and Special Protection Area (SPA's). Whist there are no impacts on RSPB reserves, potential direct and indirect impacts on LWS's and SPA's within the Study Area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). SPA's and the associated impact on birds have also been considered within the Habitats Regulations Assessment Report (HRA) (document reference 5.3).	
11-4.50	Concern that the Project will result in a negative impact on the environment / countryside generally	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.	
11-4.51	Concern about drainage issues due to the construction phase of the Project	The potential for the Project to impact on land drainage and surface water flood risk has been assessed within the Flood Risk Assessment (FRA) (document reference 7.9). The FRA has identified several measures and controls to avoid impacts and mitigate effects, details of which are included in the Outline Code of Construction Practice (CoCP) (document reference 7.2). For example, W13 commits to suitable drainage provisions via appropriate sustainable drainage system (SuDS) that would provide attenuation and treatment of runoff from temporary compound sites and laydown areas, construction access roads and haul roads and areas	

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		where impermeable material will be installed where heavy equipment would be used.	
Financial compensation			
11-4.52	Concern that the Project will devalue property / impact on property value in this section	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	
11-4.53	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team:	

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		Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
11-4.54	Request that National Grid purchase respondent's property / business	National Grid is not required to purchase properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.	

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Health, Safety & Wellbeing			
11-4.55	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.	
11-4.56	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and looks to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid has followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-4.57	Concern that the Project poses a safety risk to aircraft (including balloons) in the area / Concern that the Project will impact airfields in this area	National Grid recognises the need for the Project to be developed collaboratively alongside aviation stakeholders to identify, assess, and as appropriate mitigate, adverse impacts on aviation safety, in accordance with Government's Overarching National Policy Statement (NPS) EN-1. Our review of aerodromes potentially impacted by the Project identified 17 civil aerodromes (including two helipads) within 5 km of the preferred corridor and one military site (Wattisham Flying Station). We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory, statutory consultation, targeted consultations, and landowner consultation, including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties (with National Grid present). A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead, we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation	

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		and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	
Heritage			
11-4.58	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).	

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11-4.59	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.	
Information			
11-4.60	There is a gas pipeline crossing respondents farm (near Granary, Lower Somersham) which as it currently stands is intersected by the Project	National Grid is aware of the medium pressure gas pipeline which intersect the alignment in the Somersham area at the proposed RG191, RG199 and RG201 pylon locations. National Grid is collaborating with pipeline asset owner to understand and agree safe working requirements	

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		in line with both the Pipelines Safety Regulations 1996 and the owners recommended safe working practices.	
Mitigation			
11-4.61	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation and maintenance of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	
Primary Access Routes / Haul Road / Construction Compounds			
11-4.62	Concern about the security of the proposed Construction Laydown Area at the south end of Eastlands Lane, near pylon RG124, due to past anti-social behaviours / Suggest adjacent land is used instead as it offers more secure facilities within the boundary of Land of Interest	National Grid notes the respondent's feedback. Temporary construction laydown areas are secured to protect the public and prevent unauthorised entry to site. Access to temporary laydown areas would be limited to specific entry points and personnel entries/exits would be recorded and monitored for both security and health and safety purposes. The position of the material laydown area has been selected adjacent to the haul road to minimise multiple access points and excessive land take.	

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11-4.63	Suggest access to pylons via pre-existing tracks that run parallel to the proposed pylon line / Suggest matting is laid to spread the weight of construction vehicles and allow quick set up and removal	National Grid notes the respondent's feedback. The haul roads have been located to be close to the works that they are facilitating (in this instance the build of the overhead line pylons), to reduce route length and land take where possible. Importantly the haul roads must also tie in with the proposed public highway primary access points of crossing points (bellmouths) which have been positioned to adhere to highways safety requirements and where possible away from residential receptors. Due to these factors the haul road is positioned where it is. The stone haul road has been proposed for the length of the haul road due to the requirements of the works involved to construct the pylons and overhead line in this particular section but also as the haul road section is required to facilitate the offline haul road for a much wider section of overhead line build. As the contractor develops their detailed design, subject to ground conditions and their method of work there might be some instances where they instead use track matting but the assumption at this point in time is that it will be a stone haul road.	
11-4.64	Suggest the access road off the A1071 is made permanent	National Grid note the respondent's feedback. All proposed access points including off the A1071, are only proposed to be temporary and have been agreed with the local highways authority that they will not be adopted. As such it is not proposed to be made permanent. However, during the next stage of detailed design there is opportunity if the landowner wishes to enter into discussions with the Local Highways Authority to request that the access is made permanent.	
11-4.65	Suggest access is agreed at the beginning of operation / Suggest access to pylon RG194 per the attached plan / Suggest access to UKPN pylons P127 and P128 from Castle Farm using the headland of that field	National Grid notes the respondent's feedback with regards to the permanent access routes and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in	

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		more detail. No physical works are required for these permanent access routes as part of the Project as these will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements.	
11-4.66	Request that the haul road and permanent access road for RG201 and RG202 is re-routed slightly to the south-west to follow the existing hedgeline (as per plans provided by respondent), which would be retained as a permanent access route which the respondents could use for farm access (e.g. to avoid damage to four mature oak trees, minimise damage within visibility splay to hedge along road, and improve residential amenity)	National Grid notes the respondent's feedback with regards to the permanent access route for RG201 and RG202 and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as this will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements. The haul road is offset from the existing 132 kV pylon work area and proposed 400 kV pylon work areas to avoid impact during construction. Per the Outline Code of Construction Practice (CoCP) (document reference 7.2), any impact to the land will be reinstated to at least meet the recorded pre-condition survey.	
PRoW (Public Rights of Way)			
11-4.67	Concern about negative impact on PRoW / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW.	

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		Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.	
Requests			
11-4.68	Request for further impact surveys in this section	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local	

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		Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.	
11-4.69	Concern that Great Crested Newts are present at the Cottage Barn pond (as confirmed by The Suffolk Wildlife Trust on behalf of District Level Licensing Restoration Scheme) which is very close to Pylon RG194 / Request for National Grid to confirm whether ecologists working for National Grid have surveyed these / Criticism that at the time of signing the agreements for access to respondents land for surveys, a copy of the various surveys / reports was requested, but the respondent is still awaiting these	It is acknowledged that Great Crested Newts (GCN) are present within ponds across the Project. National Grid has therefore obtained a GCN District Level Licence from Natural England for the Project. This licence covers the full extent of the construction works area and ensures an overall positive mitigation solution for GCN.	
Visual impact			
11-4.70	Concern about cumulative visual impact of the Project alongside existing overhead lines / concern about wirescape	National Grid notes the feedback received and has taken it into consideration as part of the iterative design process. National Grid has liaised with UK Power Networks to understand opportunities for 132 kV network rationalisation. The Project includes proposals to replace certain sections of 132 kV overhead line connection with underground cable to rationalise the network and reduce potential for cumulative wirescape effects.	

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		A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). Existing infrastructure (such as existing overhead lines) has formed part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. The LVIA presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) sets out potential landscape and visual effects. The rationalisation of the existing 132 kV network in some areas forms part of the embedded landscape mitigation, as set out in Chapter 13. The findings and conclusions of the LVIA and other topics assessments have been considered within the Cumulative Impact Assessment, presented in ES Chapter 17: Cumulative Effects Assessment (document reference 6.17), lists the developments as part of the cumulative assessment. This chapter considers the landscape and visual effects of the Project cumulatively with other proposed developments that are being progressed.	
11-4.71	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Wildlife/ Ecology impact			
11-4.72	Concern about impact of the Project on flightpaths for birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment Report (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed.	
11-4.73	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP)	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		(document reference 7.2) and the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4). accompanying the Development Consent Order (DCO) application.	
11-4.74	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	
11-4.75	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	
11-4.76	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: '*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'* Beehives can become charged if directly under an overhead line because of the electric field it produces. For existing overhead lines, this can be eliminated by screening or earthing the hive, but for new overhead lines, embedded design measures and careful routeing will avoid any potential effects. There does not seem to be evidence of EMFs adversely affecting bees directly. In the United States of America, the strip of land along power lines has been shown to be particularly attractive to bees, with	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		these areas being utilised by commercial bee farms. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived.	
11-4.77	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.	
11-4.78	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid have committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.	
11-4.79	Concern that the Project will impact trees covered by Tree Preservation Orders / Tree Protection Orders	During pre-application National Grid asked relevant planning authorities to share information on Tree Preservation Orders (TPOs). Impacts to trees covered by a TPO from the Project are presented in Appendix 13.6: Arboricultural Impact Assessment (AIA) report (document reference 6.13.A6).	

Babergh, Colchester and Tendring feedback

Babergh, Colchester and Tendring specific feedback (Further Landowner Consultation)

Table 11-5 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Agricultural Land			
11-5.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	
11-5.2	Concern that the Project will have a negative impact on agricultural livestock (e.g. type of livestock)	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*."	
Airfields			
11-5.3	Concern about the impact of the Project on Boxted Airfield (Royal Air Force (RAF) Boxted) / Suggestion that the Project is routed away from Boxted Airfield (RAF Boxted)	National Grid has appointed an independent aviation consultancy who has contacted Boxted Airfield. Following further assessment it has been determined that the airfield is deemed to be disused. It was last used for a one day fly in, in 2021 by the South Suffolk Strut who have advised that they no longer wish to use the airfield due to the condition of the runway. We will continue to engage with nearby airfields as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	
11-5.4	Concern about the impact of the Project on Royal Air Force (RAF) Raydon Airfield / Suggestion that the Project is routed away from RAF Raydon Airfield	For clarity this is not an operational Royal Air Force (RAF) base albeit there is an active airstrip known as Raydon Wings. National Grid has appointed an independent aviation consultancy which has engaged with the operators of Raydon Wings airfield (with National Grid also present) to inform the impact assessment. This is in accordance with the requirements of the Overarching National Policy Statement (NPS)	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		for Energy (EN-1) and the NPS for electricity networks infrastructure (EN-5), recognising potential impacts from electrical interference and turbulence amongst other risk factors, the principle being from the presence of an obstacle in the vicinity of the airfield. It is assessed that the proposed overhead alignment to the north of the airfield enables safe overflight and need not impact existing flying circuits, although minor changes to operational procedures may be undertaken by the operator. We will continue to engage with them as appropriate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	
Community/ Social Impact			
11-5.5	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15 of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
11-5.6	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered throughout the construction phase of the Project to reduce, where practicable, disruption on education establishments. These include: traffic management, signage and routing measures to ensure access or partial access can be	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		maintained where feasible. These are identified within the ES Chapter 15: Socio-Economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Dust Management Plan (see Appendix D of the Outline CoCP (document reference 7.2)) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	
11-5.7	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on sports clubs, recreational land and recreational routes located within the Order Limits. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include: traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	
11-5.8	Concern about over development of area / other works in the area (e.g. cumulative impact)	A cumulative effects assessment has been undertaken in accordance with the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and is presented in Environmental Statement (ES) Chapter 17: Cumulative Effects (document reference 6.17). The cumulative effects assessment has considered the effects of the Project in conjunction with other existing and, or approved developments in line with guidance. As part of this process, National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		The cumulative assessment has been undertaken in accordance with the overarching National Policy Statement (NPS) for Energy (EN-1) Paragraph 4.1.5 in EN-1 states: '*In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: … its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy*'. Paragraph 4.2.12 in EN-1 states: '*The cumulative impacts of multiple developments with residual impacts should also be considered*.' Paragraph 4.3.3 in EN-1 states: '*The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects*'. Paragraph 4.3.19 of EN-1 states: '*The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place*'. Paragraph 4.4.5 in EN-1 states:	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		'*The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate*'. The long list and short list of other existing and, or approved developments considered for the Cumulative Effects Assessment is presented in ES Appendix 17.2: Long List and Short List of Other Developments (document reference 6.17.A2), detailing the other developments shortlisted for detailed assessment. The appendix provides details on other developments screened out of the assessment in accordance with the methodology presented in ES Chapter 17: Cumulative Effects (document reference 6.17). The detailed assessment of shortlisted other developments is presented in ES Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3). Appendix 17.3: Inter-Project Cumulative Effects Matrix (document reference 6.17.A3) outlines the residual significance of cumulative effects for each development, for each environmental topic that has a Zone of Influence that overlaps with that development (i.e. socio-economic, recreation and tourism impacts).	
11-5.9	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		consultations, statutory consultation and targeted consultations, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.	
11-5.10	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) identifies any measures considered to be necessary to reduce likely significant effects which would also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.	
11-5.11	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*." Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.	
11-5.12	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) consider the potential impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from ES Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures would be in place to reduce impacts. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures is presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.	
11-5.13	Criticism of surveys undertaken for the Project in this Section	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.	
11-5.14	Concern about the impact of the Project on water supply	National Grid has conducted preliminary ground investigations in order to better understand the geology along the underground cable route, including ground water levels. This would be supplemented by more detailed investigations prior to construction should the Project obtain consent. National Grid would assess the impact of the works on all identified ground water sources, including public and private abstraction	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		points, and take appropriate measures to avoid detriment to those water sources.	
Construction Impacts			
11-5.15	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	
11-5.16	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts	
11-5.17	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.	
11-5.18	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the local highway authorities and National Highways. An AIL routing strategy containing details about these movements are submitted in support of the Development Consent Order (DCO) application.	
11-5.19	Concern about vibrations from construction	An assessment of construction vibration is presented in Environmental Statement Chapter 14 - Noise and Vibration (document reference 6.14). The assessment considers both the potential impact upon people within buildings (i.e. disturbance), and potential damage to buildings and structures. The assessment considers relatively worst-case construction methodologies and does not take account of potential mitigation. This is so that potential 'hot-spots' can be identified where there is the potential for significant adverse effects, without mitigation. The construction vibration assessment has identified 74 locations where there is potential disturbance to people within buildings from construction vibration. Of these, 72 relate to potential vibratory compaction activities which would be expected to be for a relatively short duration (i.e. less than day). The remaining two relate to potential piling activities for pylon foundation construction.	

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		With regards to potential damage to buildings and structures, the assessment highlights locations where there is a potential non-zero risk of damage. 14 locations have been identified, all of which relate to potential vibratory compaction activities. In all cases, significant adverse effects, or potential structural damage, can be avoided with the use of best practicable means (BPM). This may include alternative methods, such as non-percussive/vibratory techniques. Additionally, prior to undertaking works, the Main Works Contractor(s) would conduct a detailed construction vibration assessment based on their specific methodologies and determine specific mitigation measures, where applicable.	
11-5.20	Concern that the use of faraday cages to protect the high pressure gas pipeline in Chignal St James will cause disruption to landowners	There is the potential, based on induced currents from the 400 kV overhead line, that alternating current mitigation measures may need to be installed to the ferrous pipeline operated by National Gas Transmission at Chignal St James however National Grid are not proposing to use Faraday Cages as part of these mitigation measures. The scope and extent of such mitigation measures will be dependent on the final design arrangements of the Project which will continue to evolve within the parameters of confirmed Limits of Deviation. Factors including crossing angle and clearance height, length of parallelism, site specific soil resistivity etc combine to define the requirement for mitigation. The mitigation itself is typically achieved by the installation, alongside the ferrous pipeline (in an area which is likely to have been previously disturbed during construction), of additional earthing which extends away from the crossing point. Consultation between National Grid and the relevant utility provider will confirm the requirement for installed mitigation, based on the final 400 kV design arrangements, which will be implemented by the relevant utility provider under their existing utility operation and maintenance provisions.	

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		Working in proximity to existing utility assets (both above ground and buried is common practice for National Grid and their contractors. National Grid and their contractors shall adhere to relevant Health and Safety Executive (HSE) and National Grid & UK Power Networks specific legislation, policy and guidance when constructing, operating and maintaining the Project.	
11-5.21	Concern that the Project is anticipated to have the following impacts on respondents landholding at Old Ipswich Road, Ardleigh: - Restricted access for HGVs and delivery vehicles. - Disruption to 24-hour operations and workshop productivity. - Compromised site security from shared or external access. - Risk to on-site equipment, materials, and stored assets. - Health and safety implications due to overlapping construction and workshop activity. The respondent requests a detailed impact statement outlining: - The exact areas of their land to be accessed or used. - The intended purpose and duration of that access. - Any proposed site compounds, laydown areas, or haul routes (there are two large electrical sub-stations located in the current laydown area). - Dates and phasing plans for works near their boundaries.	National Grid notes the respondent's concerns regarding their landholdings at Old Ipswich Road. There are a number of different developments to the north and south of Wick Lane that influence route development. An alignment has been proposed that we consider can be integrated with existing activities and proposals with additional Limits of Deviation provided to allow for potential modifications to the developments that are within the planning system at the time of writing that again facilitate both the Project and the other proposals. The proposed access and use of Old Ipswich Road has been assessed within the Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) and Transport Assessment (document reference 7.11). The assessment shows that there would be no restrictions to HGVs and delivery vehicles. The proposed haul roads and access points will be secured with fencing to prevent access and onsite equipment or stored assets, details of which can be found within the Chapter 16: Traffic and Transport (document reference 6.16). A Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in	

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	- Traffic, noise, and access management during construction. This is required for the respondent to assess the true operational and financial impact on their business.	ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. Any areas where there is an overlap between the proposed construction and existing workshop activities will be safely segregated to remove the health and safety concerns. If you have specific concerns regarding the impact on your land, we encourage you to contact the Lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	
11-5.22	Concern that respondent requires 24 hour access to / from their property near Dedham Road, Langham, based on their occupation / Request for National Grid to confirm in writing and via a face to face discussion the mitigation plans for this and their other concerns	National Grid notes the concerns raised regarding 24 hour access to and from their property. The proposed scheme will not impede access. The Projects lands team will be able to meet with the respondent to discuss their concerns around access to / from their property. Mitigation can be agreed where possible and commitment given to the respondent. If they have any questions they are encouraged to speak to the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	
11-5.23	Concern that the easements that the respondent has over the water run off from their sewage system into the field to the east of the respondents property (near Water Lane, Langham) will be impacted by the Project, and request for National Grid to keep the respondent informed of any plans to change them (e.g. the	National Grid notes the respondent's feedback. Drainage surveys would be carried out in advance of construction works and would include on-site assessments and engagement with affected landowners. Existing drainage would be avoided where reasonably practicable. Where it cannot be avoided, it would be rerouted or temporary drainage would be installed for the construction period.	

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	respondent has previously provided National Grid with detailed maps and information regarding other utilities that will be disrupted by the Project).	Working in proximity to existing utility assets (both above ground and buried is common practice for National Grid and their contractors. Landowners are encouraged to give the National Grid Lands team details of any private supply, drainage and irrigation systems as early as possible to ensure these can be assessed as part of the detailed Project design.	
11-5.24	Concern that the Project will impact respondents water treatment plant (near Brook Road, Aldham)	National Grid notes the respondent's feedback with regards to the permanent access route. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as these will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements. Therefore, no impact is anticipated to the water treatment plant.	
Consultation			
11-5.25	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	
11-5.26	Criticism that National Grid has not sufficiently engaged with the respondent (e.g. particularly regarding the site selection methodology, the rationale for siting the East Anglia Connection Node (EACN) in the Tendring peninsula, and the exclusion of alternative routes)	National Grid published our Corridor and Preliminary Routeing and Siting Study (CPRSS) in 2022. This set out the site selection methodology, the rationale for the siting of the East Anglia Connection Node (EACN) substation, and how we considered alternative routes. Alternative routes and sites were also considered in response to feedback, as set out in the 2023 and 2024 Design Development Reports. These documents remain available on the Project website. Throughout the development of our proposals, we have held three rounds of consultation which included information on our proposals for the EACN substation, in addition to further landowner engagement. During these	

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		consultations we held a series of public information events, including an event at Lawford during our statutory consultation in 2024, where project team members were available to answer questions. We also had an email address, freephone number, and a Freepost address where people could contact the Project team with questions.	
11-5.27	Suggest National Grid share a construction timeline with landowners at the earliest opportunity once a contractor is onboarded to enable effective planning and mitigation of losses	An indicative Project timeline was included in Section 3.2 of the Preliminary Environmental Information Report (PEIR) and provided an estimated construction period between 2027 and 2031. Further information regarding the construction programme is included in the Environmental Statement (ES), Chapter 4: Project Description (document reference 6.4). The detailed construction phasing and sequencing will be confirmed following the appointment of the main works contractor. National Grid will share relevant programme information with affected landowners at the earliest opportunity to support effective planning and coordination. Construction activities will be programmed and sequenced to reduce disruption to local surroundings, residents, businesses and road users as far as practicable. National Grid will continue to engage with landowners throughout the construction period to provide updates on timing and phasing as the programme is refined.	
11-5.28	Criticism that the respondent has not received documentation for the land effected (near Newney Green) and is unable to fully consider the proposals or provide meaningful feedback within the consultation period / Request to submit further comments for consideration by National Grid as part of this consultation once the outstanding plans have been received	National Grid notes the respondent's feedback. We encourage any landowners that have not received information about their land that they believe to be impacted by the Project they should contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	

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		National Grid considers all feedback and comments received with regard to the Project.	
11-5.29	Criticism that the information requested about the impact of the proposals on the respondent's land at Normans Farm close to Little Bromley (respondent's business names provided in response) has not been provided / Suggest this information is needed to provide additional feedback	National Grid notes the respondent's feedback. If a landowner has concerns about impacts to their property they should contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	
11-5.30	Request discussion with National Grid, North Falls, Five Estuaries and Tarchon about how the projects are collaborating and will function together to minimise impacts on the respondent's property and business (land near Normans Farm and associated land)	National Grid is working with customers connecting into the East Anglia Connection Node (EACN) substation and will continue to assess opportunities to coordinate activities. We will also continue to work with landowners potentially affected by the Project, including arranging meetings if appropriate.	
11-5.31	Request further information about how the proposals will impact the respondent's property in Coggeshall (full address provided in response) / Request respondent is removed from correspondence as an impacted party if access to their property is not required / Request opportunity to consider mitigation works to minimise disruption should the respondent's property be impacted	National Grid notes the respondent's feedback. The respondent's property boundary is included in the Order Limits for the route of a replacement underground cable for an 11 kV overhead line which needs to be crossed for the Project. The underground cable is proposed to be routed down the pathway alongside the respondent's property, no impacts to the respondent's property are anticipated for these works	
11-5.32	Criticism that the Statement of Common Ground with Raydon Airfield has inaccurate information, especially regarding the lack of proper and early engagement from National Grid	National Grid has appointed an independent aviation consultancy which has consulted with Raydon Wings aerodrome (with National Grid also present) to prepare and inform its aviation impact assessment, and to enable the operator's feedback to be considered during the development of the Project's design, with design changes implemented to minimise aviation impacts. National Grid considers its approach to be consistent	

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		with the instructions and guidance of the Overarching National Policy Statement (NPS) for Energy (EN-1) as well as with engagement undertaken with other aerodromes potentially impacted by the Project. National Grid engaged and consulted the aerodrome at each consultation and received feedback from the aerodrome at each consultation. Meetings have also been held throughout the pre-application period. The feedback received at each stage has been responded to through published consultation feedback reports. We have considered the feedback throughout the pre-application process. National Grid is continuing to engage with the operator of Raydon Wings aerodrome to ensure the draft Statement of Common Ground (SoCG) provides an accurate record of consultation to date.	
Design Change (CR)			
11-5.33	Suggest a minimum distance that the Project should be sited from residential areas / residences	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Appendix I22 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, and targeted consultations, we have modified the alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties or other receptors. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual	

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		(document reference 6.13). This assesses the impact of the Project and identifies the need for additional mitigation if required.	
11-5.34	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with NPS EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.	
11-5.35	Suggest that the Project should run in closer to / parallel to the existing overhead lines	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line.	

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		However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A summary of the Holford Rules is provided within Appendix I22 of this report. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.	
11-5.36	Suggest that underground cables are used in populated / residential areas	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong*	

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		starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at all populated or residential areas in this section would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.	
11-5.37	Suggest the alternate site proposed during the 2023 non-statutory consultation for the western Sealing End Compound near TB40 (now TB41/42 to TB43-45) is	The respondent's preference is noted and has been considered previously as set out in both the 2023 and 2024 Design Development Reports (available on the Project website). However National Grid considers that	

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	used, to reduce effects on the countryside and reduce the route length, instead of the currently planned location atop the ridge of the Great Horkesley Plateau / Suggest underground route turning to the south crossing Colchester Road (avoiding Crabtree Lane) then to the West of Pond Farm (reducing the route by 700m) to reduce visual effects on the Dedham Vale National Landscape	the suggested relocation in some cases transfers effects between receptors so whilst not crossing one road it would cross a different road. It proposes a change in respect of listed buildings which whilst potentially reducing effects, are reducing effects which are inherently low. The site level reduction would not substantially change the level of screening provided and we do not consider the low level of effects on the National Landscape as a compelling basis for change. The change would require a longer length of underground cable and we do not consider the limited change to justify the additional cost. In the absence of new evidence or the identification of further factors we continue to consider the proposed Cable Sealing End (CSE) compound site to the west of Great Horkesley to be preferred and no change is proposed. We have undertaken an Environmental Impact Assessment (EIA) to assess the potential impact of the Project. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the indicative landscape design for the CSE compound areas.	
11-5.38	Criticism that a western route around the Dedham Vale was rejected in the 2024 Strategic Options Backcheck & Review due to work on the current proposal	National Grid's consideration of corridor alternatives further to the west of the National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) was published within the Corridor and Preliminary Routeing and Siting Study (CPRSS) as part of our 2022 non-statutory consultation (available on the Project website). We have continued to backcheck the strategic connection proposal and siting of the	

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		East Anglia Connection Node (EACN) substation, which is part of the holistic consideration of the most appropriate form of the Project. In the absence of further information or new factors we continue to consider alternatives west of the National Landscape to be less preferred. The Design Development Report (document reference 5.15) sets out in chapter 2 the reasons. On balance, these were less preferred as they would be longer and therefore lead to effects over a much greater length to other receptors at greater cost than the route through the National Landscape. Undergrounding through the National Landscape is consistent with National Policy Statement (NPS) EN-5. The siting of Cable Sealing End (CSE) compounds (the transition sites between the overhead line and underground cable) has identified locations to reduce effects on the designation and consider the use of trenchless techniques – subject to ground conditions – to reduce certain construction effects.	
11-5.39	Suggest that the draft order limits are reduced to the west of the land parcel (per respondent's plan) to avoid disruption to the historic parish boundary (disruption such as; the creation of new entrances or removing vegetation)	National Grid notes the respondent's feedback. The Order Limits to the west of the underground cable alignment are slightly wider here to account for the narrowing of the Order Limits to the south to avoid the woodland. Wider Order Limits here are to allow for the temporary storage of soil or other temporary works during construction. These are not anticipated to impact the historic parish boundary but removal of vegetation. As far as practicable we will look to avoid damage to the boundary feature / hedge to the east of the underground cable construction swathe. There is the requirement for a visibility splay for the crossing of the B1068 to ensure the crossing is safe for use during construction. Vegetation would only be removed where necessary.	

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11-5.40	Suggest amended locations for pylons TB62, TB63 and TB64, to align with field corners and reduce the impact on arable farmland (as per respondent's plan)	National Grid notes the respondent's feedback and the preference from some landowners to position pylons on the boundaries and corners of fields. It is not possible to move TB62 and TB64 to field boundaries due to required span lengths as well as the subsequent movements to previous and following pylons as a result. The location for TB62 requested by the respondent would move it onto another landowners land (thus transferring effects) and would result in TB63 moving towards the current TB62 position. The movement of TB64 would move the pylon onto a different landowners land (thus transferring effects) and would result in TB63 moving further east away from the field boundary. We have therefore made no change to the locations of these pylons.	
11-5.41	Suggest the order limits along the south-east field, align closely with the existing line and not extend unnecessarily into the field, to allow the field to be farmed, reducing losses (as per respondent's plan)	National Grid notes the respondent's feedback. The Order Limits in the south-east field near School Lane were clipped around the woodland and property boundaries on either side and then extend to the standard Order Limit width in between. Wider Order Limits ensure flexibility during construction and allows space for soil storage. We have not made a change to the Order Limits at this location.	
11-5.42	Suggest the substation site is moved east by 300 metres / Suggest the use of a Gas Insulated Switchgear (GIS) substation (e.g. as proposed at the Tilbury North Substation site at Orsett Golf Course) to reduce the noise and area of the substation site / Suggest substantial earthworks and vegetation or fences to restrict the noise and reduce the impact of night-time lighting required at the substation site	National Grid has completed an assessment of the noise effects of the Project which is presented in the Environmental Statement in Chapter 14: Noise and Vibration (document reference 6.14). This does not identify a requirement to relocate the East Anglia Connection Node (EACN) substation further to the east. Any eastwards movement would also require the diversion (likely by underground cable) of an existing 132 kV overhead line at additional cost. The EACN substation will not be routinely lit, though motion activated and task lighting may be utilised. A Outline Landscape and Ecological Management Plan (document reference 7.4) has been developed and forms part of the submission and includes proposals for screening by various means including those indicated by the	

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		respondent. Whilst proximity to the marine environment leads to consideration of GIS the particular circumstances (the closest part is a narrow estuary) lead to a conclusion that GIS is not required. It is considered that the AIS solution, despite taking a larger footprint would fit better into the surrounding landscape at the proposed site of the EACN substation, being easier to visually screen with vegetation compared to that of a 15 m high building approximately 130 m in length which would be required for a GIS solution. The cost differential between the two options is also considered to be substantial with the GIS solution estimated to be approximately 50% more expensive. Therefore as the AIS solution is deemed appropriate at this particular site, this additional cost for this substation is not justified.	
11-5.43	Request that the existing haul road on respondent's land (near Normans Farm and associated land) is re-routed to follow a straight line parallel to the existing operational farming lines as it currently dissects the field on a diagonal line sterilising part of the field and impacts residential development plans as part of the emerging Tendering District Local Plan / Concern about access to the underground irrigation mail as a result of the haul road or construction compound and impact on adjoining land and high value root crop licences / Suggest this would not impact residential dwellings on Shop Road due to establish screening and infrequent use	National Grid notes the respondent's feedback and has reviewed the alternatives suggested. One being to follow the eastern field boundary and the other to follow the northern field boundary adjacent to the properties within Little Bromley. Whilst potentially a reasonable option for very occasional AIL movements the potential for this to be used for construction HGV movements until the substation haul road becomes available increases the level of environmental effect for residential occupants meaning this is considered less preferred. National Grid recognises that decision making is influenced to an extent by factors that are as yet uncertain, such as potential use by construction HGVs which depends on when North Falls or Five Estuaries commence their works. Whilst still to be confirmed National Grid is aware of some calls from LPAs involved with the windfarm DCOs (North Falls and Five Estuaries) for restrictions to be imposed to prevent wind farm construction before the Project is consented and free from judicial review risk. This increases the likelihood that the AIL route will be carrying construction HGVs because of later availability of the haul road alongside the cable corridor. On this	

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		basis we propose to make no change at this stage to the route presented at the 2025 targeted consultation but we will continue to engage with the landowner(s) (as information continues to emerge) to either take forward the arrangements as proposed or, subject to necessary permissions being secured, may adopt one of the alternatives. Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the Project ahead of construction starting on site.	
11-5.44	Request further information on safety assessments for the UK Power Networks overhead lines / Request existing UK Power Networks overhead lines are undergrounded following land boundaries (if they will be undergrounded)	National Grid has liaised with statutory undertakers (including UK Power Networks) regarding third-party services that would be affected by the proposed alignment. The Project includes proposals to replace certain sections of the existing LV kV, 11 kV, 33 kV and 132 kV infrastructure with underground cables. The Order Limits are inclusive of the area required to deliver the UK Power Networks mitigation works required to deliver the Project. National Grid has coordinated with UK Power Networks to ensure the designs align with their best practices and system requirements. The majority of UK Power Networks mitigations propose to route the underground cable routes around field edges where practicable. Although the possibility of routing the cables more directly along the route of the existing overhead line assets has also been included within the Project Order Limits. Working in proximity to existing utility assets (both above ground and buried is common practice for National Grid and their contractors. National Grid and their contractors shall adhere to relevant Health and Safety Executive (HSE) and National Grid & UK Power Networks specific legislation, policy and guidance when constructing, operating and maintaining the Project. An Outline Code of Construction Practice (CoCP) (document reference	

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		7.2) has been prepared and submitted with the DCO application. This document provides commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase.	
11-5.45	Request that pylon TB30 is accessed directly from Straight Road via land within the same ownership which the pylon sits within / Criticism that access to the pylon goes through the respondent's residential property and several buildings (per the respondent's plan)	National Grid notes the respondent's feedback with regards to the permanent access route. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as these will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements.	
11-5.46	Suggestion that pylons TB46 and TB47 be located further south to avoid cables coming close to the reservoir and valley below	National Grid notes the respondent's feedback. These pylons are not directly impacting the embankment of the reservoir being around 100 m away. They have also been carefully sited to avoid archaeology identified during surveys. In order to move pylons TB46 and TB47 south, this would require either additional angle pylons (which would be less consistent with the Holford Rules (see Appendix I22 of this report) or removal of mature hedgerow boundaries and would introduce impacts to more trees. Therefore, we have not made a change to the location of these pylons. We would liaise with the respondent about the reservoir during detailed design and construction to avoid impact to reservoir and would keep works to the south of the Order Limits where practicable.	
11-5.47	Request that the woodland off Fairstead Road identified for biodiversity net gain be removed from the Order Limits	While the woodland indicated by the landowner is included within the Order Limits, no impact on the woodland is proposed. It is included as part of the Environmental Area only (details provided in Appendix D to the	

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		Outline Landscape and Ecological Management Plan (document reference 7.4)), with the existing woodland offering existing landscape screening. Additional woodland planting is proposed immediately to the north of the existing woodland band which will enhance its value by providing a larger extent of woodland. The proposed woodland creation at the cable sealing end (CSE) compound will be managed in the long term by National Grid and will be used for landscape mitigation, as well as onsite Biodiversity Net Gain (BNG) units. The existing BNG value of the identified woodland band will not be double counted by the Project or be negatively affected.	
11-5.48	Request for pylon TB27 to be sited 100 metres south to reduce effects on nearby trees	National Grid has considered the respondent's feedback and has reviewed an alternative alignment that would move TB27 south as suggested. This alternative would introduce an angle pylon close to residential properties to the south and would oversail residential gardens either to the north or south of the alignment. We are therefore not proposing to take this change forward. We have submitted an Arboricultural Impact Assessment (AIA) (document reference 6.13.A6, Appendix 13.6) which includes an assessment of tree loss and includes details of mitigation where required.	
11-5.49	Request that pylons near the Chignals be located further to the west, remaining parallel to Fox Road/Mashbury Road to the west of Great Waltham before running south between Chignal Smealy and Mashbury	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations and landowner consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go west of Great Waltham then parallel to Mashbury Road and past Chignall Smealey), modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing further to the	

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		west. Whilst noting the respondent's preference for this alternative, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The more westerly alignment would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the EIA and this has identified any need for additional mitigation. The results of the EIA are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application	
11-5.50	Request that the access road off Mashbury Road be located further away from residential properties and a new gateway be installed to the opposite field to make access simpler and safer	National Grid notes the concerns around the proposed location of the temporary cross over bellmouths on Mashbury Road. The position of the haul road crossing point has been carefully selected to be as close to the main construction swathe as possible to reduce impact on additional land unnecessarily. Changing the location would mean impacting more land. Road safety audits have been undertaken on the proposed cross-over point, which can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The proposed	

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		location has been identified as the most safe option and provides the required levels of visibility.	
11-5.51	Request that pylons TB116 and TB117 be located closer to field boundaries to reduce impacts on farming operations	National Grid notes the preference from landowners for pylons to be situated close to hedge lines where possible to reduce the impact on agricultural activities and reduce land take. We have assessed requests from landowners on an individual basis and have moved pylons to the edges of fields where this can be achieved. We have reviewed the pylons TB116 and TB117 remain along the field boundary as far as practicable. TB116 cannot be placed on a field boundary to the west due to required span lengths and the need to keep the alignment as straight as possible to be consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. We are also unable to position pylons close to the southern edge of the field due to the need to maintain adequate distance to Hallhook Row Ancient Woodland.	
11-5.52	Suggestion that access routes follow field boundaries and existing tracks (plan provided)	National Grid notes the respondent's feedback with regards to the permanent access routes and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for these permanent access routes as part of the Project as these will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements.	
11-5.53	Criticism that the track location between JC19 and JC20 will be unsuitable (e.g. due to the ground being wet / unpassable for a lot of the year, the layout being	National Grid notes the respondent's feedback with regards to the permanent access route between JC19 and JC20 and also notes that the most appropriate route also varies in response to seasonal variation in	

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	complicated, the lower meadow ground being unsuitable for heavy vehicles, an oak tree in danger of being filled, and impact on farm and livelihoods)	land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as these will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements.	
11-5.54	Suggest that construction traffic accesses the construction site near Perry Lane directly from the A12 (e.g. as per plan provided by respondent), instead of via Langham and narrow village roads (e.g. to mitigate impact on residents and save National Grid money by avoiding the need for Compulsory Purchase Orders (CPOs) and / or other compensation costs)	The design proposals presented at statutory consultation did not propose a new direct access from the A12 in this location as this would not meet the National Highways criteria for an acceptable new direct access onto their Strategic Road Network and would be considered to represent a safety risk to a high speed road. National Grid has carefully developed the proposals for access for Perry Lane. Our suggested mitigation requirements at this stage are associated with the less frequent movements of cable drum vehicles, which are non-standard vehicles. In addition to being escorted, the anticipated mitigation works required at Perry Lane to allow for the movement of cable drums are limited to the temporary removal of a traffic island and traffic management. National Grid has explored opportunities to removing this access route from Perry Lane. However, an alternative is unavailable. Therefore, the Primary Access Route using Perry Lane is required to be maintained.	
11-5.55	Suggest that the Project is re-routed to the eastern side of the fields near the Colchester Road / Crabtree Lane (as per plan provided by respondent) with the Cable Sealing End (CSE) compound moved as shown on plan provided by respondent (i.e. to mitigate significant safety concerns affecting resident, to reduce	National Grid notes the respondent's feedback and has reviewed the alternatives suggested. Movement of the western Great Horkesley Cable Sealing End (CSE) compound further east was considered but was less preferred due to the suggested location being more open and closer to other properties with less existing screening, The position would also increase impacts on the setting of the Dedham Vale National Landscape.	

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	the length of underground cables, to straighten the alignment, and to reduce the number of Category 1 affected parties) Should this not be implemented, then request that the haul road on the adjacent Land is moved to the eastern side of the route alignment so that it does not run along the boundary of the respondents property	A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project on landscape character and visual amenity including the consideration of Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)). The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). The location and onwards alignment suggested by the respondent would transfer visual effects to a greater number of properties including passing closer to the residential property at the road junction of Crabtree Lane and Colchester Road The haul road at this location was previously moved to the western boundary following feedback from a landowner at the statutory consultation, It is deemed that there is sufficient screening to the respondent's property and therefore no change to the haul road has been made. Electric and Magnetic Fields (EMFs) are produced wherever electricity is used, and National Grid fully recognises people's concerns. We take this issue very seriously and look to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on EMFs and health. We believe important decisions on health should be made independently of industry, as is the case in the UK. Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to our approach. The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide	

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		appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. Our approach is to ensure that all our assets comply with those policies, which are set by Government on the advice of their independent advisors UKHSA. This ensures that health concerns are properly and adequately addressed. The evidence concerning compliance with these policies, including the numerical guidelines have been fully and publicly documented in an Electric and Magnetic Field Compliance Report (document reference 7.8) which is submitted as part of our Development Consent Order (DCO) application. Additionally, in developing a route for the connection National Grid sought to maximise the distance from schools as far as possible on the grounds of general amenity. Mental health and wellbeing, including the perceptions of impacts from EMFs arising from the Project are also assessed within the Environmental Statement (document reference Volume 6: Environmental Statement).	
11-5.56	Suggest combining the double railway crossing into a single crossing point to reduce overall land take, limit disruption and minimise the length of hedgerows and trees that would need to be removed (as per respondent's plan)	In developing the proposed arrangements National Grid needs to be mindful of construction and operational aspects so has developed arrangements where the alignments cross but the overhead line is not routed above the underground cable over an extended distance to ensure safe construction and future maintenance. There are also practical challenges associated with the space required to complete the trenchless crossing which can't interfere with the space for pylon construction. Once installed the land will be restored and hedgerow reinstated, noting however that there would not be expected to be removal of hedgerows alongside the railway due to the cables being installed below the line and no access being made across the railway.	

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11-5.57	Suggest pylons TB8 and TB9 are positioned to the fields edge to minimise land loss and farming operational disruption / Suggest micro-adjustments are agreed with the landowner so that the 36 m sprayer can operate efficiently, if moving the pylons is not feasible (as per respondent's plan)	National Grid notes the respondent's feedback. The route for the overhead line in this section between TB3 and TB10 must respond to the presence of a number of residential properties, the location of transport infrastructure and clearance requirements (especially for electrified rail), the potential allocation of a site for silica sand abstraction, environmental features including veteran trees and seek to reduce socio-economic effects. It also needs to respond to the route of the underground cable connection through the National Landscape and meet construction requirements. In this location these factors mean that pylons TB8 and TB9 cannot be positioned to field edges as requested.	
11-5.58	Oppose any Proposals by National Grid to the acquisition of rights or land over / of respondent's property (which is shown as being required in relation to the proposed widening of Bentley Road in Little Bromley) until at least the additional information requested has been provided to the respondent	National Grid will continue to engage with all affected landowners along Bentley Road and provide further information as and when available. If a landowner feels they have requested further information regarding the Project and has not yet received the requested information or a response on when the information will be available, they should contact the Projects Lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	
11-5.59	Criticism that it was agreed with respondent that their ancient boundary would not be touched / required for the Project, yet it is now included within the zone for construction operation and maintenance (the pink area on NG-NT 2025 06 GF CON R3 4690) / Criticism that the shaded pink area on the plan seems excessive given that only a 100 metre working swathe should be required	National Grid notes the respondent's feedback. The Order Limits to the west of the underground cable alignment are slightly wider here to account for the narrowing of the Order Limits to the south to avoid the woodland. Wider Order Limits here are to allow for the temporary storage of soil or other temporary works during construction. These are not anticipated to impact the historic parish boundary but removal of vegetation. As far as practicable we will look to avoid damage to the boundary feature / hedge to the east of the underground cable construction swathe. There is the requirement for a visibility splay for the crossing of the B1068	

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		to ensure the crossing is safe for use during construction. Vegetation would only be removed where necessary.	
11-5.60	Request that the Project is re-located out of respondent's garden (near The Causeway Great, Horkesley) and into field	National Grid notes the respondent's feedback. The respondent's property is included in the Order Limits as we are proposing to remove the existing 11 kV wood pole that is sited at the edge of their property. It is not anticipated that the removal of the wood pole would impact the respondent's property, however if they have any questions they are encouraged to speak to the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	
11-5.61	Concern that service road is proposed opposite respondent's property, which is a narrow road (only one vehicle width wide) / Suggest that this is re-routed further along where there are no dwellings	National Grid notes the respondent's feedback with regards to the permanent access route. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as these will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements.	
11-5.62	Suggest that near Brimlin Wood the Project is re-routed further north to follow the existing 132 kV overhead lines, which are proposed to be removed as part of the Bramford to Twinstead Project (as per brown route in plan provided by respondent), or should this not be viable suggest that the Project is re-routed immediately to the north of Brimlin Wood (as per yellow route in plan provided by responent) The significant benefits of the brown route are as	The 2024 Design Development Report (available on the Project website) reviewed these amongst other alternatives as set out from paragraph 5.4.10 and no new information nor other factors are identified that changes the conclusions previously drawn. We have also considered the suggestion to follow the alignment of the 132 kV line being removed by the Bramford to Twinstead project but disagree over the conclusions drawn given that part of the rationale for its removal was to reduce the cumulative effects given the construction of a second 400 kV overhead line. It does not therefore follow that the degree of change is reduced	

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	follows: - Increases the distance between the Project and Little Wenham Hall, reducing the visual intrusion of the structures on the Castle's outlook. - Reduces the need for more access tracks and an expansion of construction traffic across the area by co-ordinating the Project and Bramford to Twinstead. - Reduces the degree of change as a result of the Projects in the area. - Reduces the number of properties and residents that will be blighted by the Project. - Adopts an already established route that would have been formally scrutinised prior to its installation. The yellow route should be considered for the following reasons: - A reduced impact on Little Wenham Hall's heritage assets and setting as a result of using Brimlin Wood to provide some existing screening from one of the 4-storey tower's key viewpoints to the north. - Alignment to the north of the wood removes the dog-leg and sharp angle change that is required by following the route south of the wood. - Similarly has only one of crossing of the Chattisham Road to the current consultation route. - Less disturbance to public footpaths, particularly those connecting to Bottle Bridge Road.	given this would be a 3rd line in close proximity. It is also the case that the alignment is in excess of 1.4 km distance from various heritage assets at Little Wenham and given intervening screening from various woodland and buildings, National Grid does not consider the visual impact to be at a level that requires further mitigation in order to be consistent with Holford Rules and relevant policy. A summary of the Holford Rules is provided within Appendix I22 of this report. Additionally, the change proposed (to the north of Brimlin Wood, on lower ground) would transfer effects to other similar receptors in particular increasing effects to a scheduled moat and requiring the alignment to be routed close to a number of residential properties. We have completed a Landscape and Visual Impact Assessment (LVIA) (document reference 6.13) which includes an assessment of impacts at Little Wenham.	

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	- Shorter and less new access tracks required across open farmland.		
11-5.63	Suggest that underground cables are extended to Pylon JC20 (with HVDC cables preferred)	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do	

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		not consider the Project between Raydon and JC20 would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Alternative locations for the Cable Sealing End (CSE) compound have been assessed, however the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable.	
11-5.64	Request that the red line boundary of Project is moved slightly west to remove respondents' property (near Woodbridge Road, Ipswich) from the order limits (e.g. clipping only up to outer boundary)	National Grid recognise the concerns raised regarding the extents of the red line boundary for the project at bullen lane and the proximity to their property. The extents shown have been based on OS mapping and assumes the extents of the Highways Ownership Boundary. We note that when viewed with ariel mapping the red line appears to sit over properties and within gardens. The extents will be pulled in and reduced as the design is developed at the next stage, once we have the exact coordinates of the Highways Ownership Boundary. We do not propose to undertake any works within your property's extents.	
11-5.65	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report (document reference 5.15), published as part of the Development Consent Order (DCO) application.	
11-5.66	Suggestion that the Project is routed away from / the Project should not be located at Little Wenham	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great and Little Wenham. In the absence of a specific basis for the change or a proposed alternative	

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		alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Great and Little Wenham.	
11-5.67	Suggestion that the Project is routed away from / the Project should not be located at Little Horkesley	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Little Horkesley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Little Horkesley.	
11-5.68	Suggest the sealing end compound near Raydon Airfield is moved 150 meters further north, to the north of the disused railway line where the ground level is significantly lower	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1	

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		(paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project further north of Raydon Airfield would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Alternative locations for the Cable Sealing End (CSE) compound have been assessed, however the current location is preferred in terms of technical feasibility and there is no policy driver to move the CSE compound further north increasing the length of underground cable.	
11-5.69	Suggest pylon JC18 is moved further south to the field boundary or onto the southern parcel of land	National Grid notes the respondent's feedback. JC18 (previously JC17) was previously moved to the north of Pigeon's Lane following feedback from a property to the east, we are therefore not proposing to move it back to the south of the road. JC18 is positioned as close to the road as	

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		possible while allowing space for scaffolding to be used during construction for crossing protection.	
Economic/ Employment			
11-5.70	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.	
Environmental Impacts			
11-5.71	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied where practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. An Ancient Woodland and Veteran Tree	

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		Strategy is included as part of the Outline Landscape and Ecological Management Plan (see Appendix B document reference 7.4, Appendix B). The Outline LEMP has been developed in consultation with relevant stakeholders including Natural England and local planning authorities.	
11-5.72	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as local wildlife sites (LWS), Royal Society for the Protection of Birds (RSPB) reserves and Special Protection Area (SPA's).	
11-5.73	Concern that the Project will result in a negative impact on the environment / countryside generally	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including	

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		Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.	
11-5.74	Concern about the impact of the Project on flooding	Whist there are no impacts on RSPB reserves, potential direct and indirect impacts on LWS's and SPA's within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). SPA's and the associated impact on birds has also been considered within the Habitats Regulations Assessment (HRA) (document reference 5.3).	
11-5.75	Criticism that proposals cut across the drainage channel that prevents flooding of the road and effects the sewage system and the main sewage system.	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work.	

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		National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.	
11-5.76	Concern that trenching or excavation activities will have an impact on the water table, borehole functionality and ground stability of the surrounding area / Request written confirmation that trenching, drainage or dewatering works will not alter water flow to the borehole on the respondent's property or	A detailed Flood Risk Assessment (FRA) has been prepared (document reference 7.9) in addition to Appendix G: Outline Flood Warning and Evacuation Plan of the Outline Code of Construction Practice (CoCP) (document reference 7.2). The FRA has assessed a range of sources of flooding to the Project and arising from the Project, and a range of measures, including those embedded within the design, and good	

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	groundwater movement on or near the respondent's property	practice, have been secured to ensure that the Project is resilient to flooding, and does not contribute to an increase in flood risk from any source.	
11-5.77	Concern about impacts on rights to minerals near the proposed underground cables near Holton St Mary / Concern that previously raised concerns about legal reviews and fees have not been addressed	Detailed habitat (including hedgerow surveys) and arboricultural surveys have been undertaken across the Project. Results of these surveys are presented within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendix 13.6: Arboricultural Impact Assessment (AIA) of the ES (document reference 6.13.A6). Every effort has been made to reduce the impacts on features of high ecological value including mature trees and native hedgerows. On completion of works all hedgerows will be replanted in-situ and replacement tree planting where practicable will also be in-situ.	
Financial Compensation			
11-5.78	Concern that the Project will devalue property / impact on property value in this section	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	

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		Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	
11-5.79	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter	

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		to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
11-5.80	Request that National Grid purchase respondent's property / business	National Grid is not required to purchase any properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.	
Health, Safety and Wellbeing			
11-5.81	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com	

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		Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.	
11-5.82	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the EMF compliance report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and look to authoritative and independent scientific organisations such as the World Health	

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		Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid has followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.	
Heritage			
11-5.83	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England	

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		and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).	
11-5.84	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.	

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Mitigation			
11-5.85	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation and maintenance of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	
National Landscape (AONB)			
11-5.86	Criticism of routing the Project through the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	National Grid's consideration of corridor alternatives further to the west of the National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) was published within the Corridor and Preliminary Routeing and Siting Study (CPRSS) as part of our 2022 non-statutory consultation (available on the Project website). We have continued to backcheck the strategic connection proposal and siting of the East Anglia Connection Node (EACN) substation, which is part of the holistic consideration of the most appropriate form of the Project. In the absence of further information or new factors we continue to consider alternatives west of the National Landscape to be less preferred. On	

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		balance, these were less preferred as they would be longer and therefore lead to effects over a much greater length to other receptors at greater cost than the route through the National Landscape. Undergrounding through the National Landscape is consistent with National Policy Statement (NPS) EN-5. The siting of Cable Sealing End (CSE) compounds (the transition sites between the overhead line and underground cable) has identified locations to reduce effects on the designation and consider the use of trenchless techniques – subject to ground conditions – to reduce certain construction effects.	
11-5.87	Concern about the visual impact of overhead lines on the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) / the Project will be seen from the Dedham Vale National Landscape / Concern about the impact on views of the Dedham Vale National Landscape, both from within and from outside	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. National Grid's proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets out the potential landscape and visual effects of the Project, including	

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		consideration of effects on nationally designated landscapes. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). ES Chapter 13 is supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which presents the assessment of effects on Dedham Vale National Landscape. The assessment concludes that there would be no significant effects on people's views from Dedham Vale National Landscape. Section 85 of the Countryside and Rights of Way (CRoW) Act (2000) specifies relevant authorities must seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes (Areas of Outstanding Natural Beauty) when carrying out functions in relation to or affecting land within a National Landscape or its setting. National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way 2000) (document reference 5.10) sets out the current status of National Grid's consideration of its duty as a relevant authority, in relation to the Project, to seek to further the purpose of the National Landscape. The approach taken has been discussed with relevant stakeholders and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes.	
11-5.88	Concern about the use of underground cables in the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy.	

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		Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. National Grid's proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. National Grid has sought to reduce, as far as practicable, impacts of underground cables within Dedham Vale National Landscape through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment and proposals for trenchless crossing to minimise impacts. The installation of underground cabling is detailed in ES Chapter 4: Project Description (document reference 6.4) and would broadly adopt the following process: initially, the removal and storage of topsoil of a width sufficient to allow for construction machinery and the digging of the trenching required for underground cabling. Ducting is installed and trenches backfilled. The underground cables would then be pulled through the ducts. Hedgerows and shrubs reinstated where practicable. At this point, an appropriate grass seed mixture would be sown to encourage regrowth. In some locations trenchless techniques are expected to be adopted to reduce effects.	

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		It is anticipated that after a period of time following completion of the construction of the underground cabling, and replanting of hedgerows and vegetation there would be minimal visibility of the works at ground level. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project, including the underground cabling, on landscape character and visual amenity and on the National Landscape and its special qualities. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). ES Chapter 13: Landscape and Visual (document reference 6.13) is supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which presents the assessment of effects on Dedham Vale National Landscape. The assessment concludes that there would be significant effects on the special qualities of the National Landscape during construction, as a result of the proposed underground cable. Once the Project is operational and the land has been restored, effects on the special qualities of the National Landscape would not be significant. Section 85 of the Countryside and Rights of Way (CRoW) Act (2000) specifies relevant authorities must seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes (Areas of Outstanding Natural Beauty) when carrying out functions in relation to or affecting land within a National Landscape or its setting. National Landscapes - Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10) sets out the current status of National Grid's consideration of its duty as a relevant authority, in relation to the Project, to seek to further the purpose of the National Landscape. The approach taken has been discussed with relevant stakeholders and follows the guidance published by Defra in	

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		December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes.	
11-5.89	Concern about the impact of the Project on the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB)) (generally)	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. Dedham Vale National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)) designation is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the natural beauty of the National Landscape. National Grid's proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment of the Project, including the underground cabling, on landscape character and visual amenity and on the National Landscape and its special qualities. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). ES Chapter 13: Landscape and Visual (document reference 6.13) is supported by Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5) which presents the assessment of effects on Dedham Vale National Landscape. The assessment concludes that there would be significant effects on the special qualities of the National	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Landscape during construction, as a result of the proposed underground cable. Once the Project is operational and the land has been restored, effects on the special qualities of the National Landscape would not be significant. Section 85 of the Countryside and Rights of Way (CRoW) Act (2000) specifies relevant authorities must seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes (Areas of Outstanding Natural Beauty) when carrying out functions in relation to or affecting land within a National Landscape or its setting. National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way 2000) (document reference 5.10) sets out the current status of National Grid's consideration of its duty as a relevant authority, in relation to the Project, to seek to further the purpose of the National Landscape. The approach taken has been discussed with relevant stakeholders and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes.	
11-5.90	Comment supportive of the use of underground cables through the Dedham Vale National Landscape (previously known as the Dedham Vale Area of Outstanding Natural Beauty (AONB))	National Grid notes the respondent's feedback.	
11-5.91	Criticism that National Grid deem the impact of the Project on the Dedham Vale National Landscape to be 'negative but not significant' despite National Grid's own reporting indicating otherwise (e.g. examples provided by respondent including Chapter 5 and 7 of the Corridor Preliminary Routeing and Substation Siting study (CPRSS), pages 196 to 198 of the 2023	The references to the evaluation in the Corridor and Preliminary Routeing and Siting Study (CPRSS) (document reference 7.18) were at an early stage of the Project as part of a comparative review of alternative corridors. The 2025 Design Development Report (DDR) (document reference 5.15) reviews this in the context of the enhanced duty placed on relevant authorities (which includes National Grid) to seek to further the statutory purposes of the protected landscapes incorporated into s85 of	

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	Non-Statutory Consultation Feedback Report, and table 13.1.10 within section 13.3 of the Preliminary Environmental Information Report Volume III – Technical Appendices – 4 of 4)	the Countryside and Rights of Way Act, to 'further the purposes' and concludes the route through the National Landscape remains preferred. The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. National Grid has sought to reduce, as far as practicable, impacts of underground cables within Dedham Vale National Landscape AONB through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment and proposals for trenchless crossing to minimise impacts. A landscape and visual impact assessment (LVIA) has been undertaken of the Project submitted for the Development Consent Order (DCO). The LVIA is presented in Environmental Statement Chapter 13: Landscape and Visual (document reference 6.13). It includes an assessment of the Project on landscape character and visual amenity. The LVIA also considers impacts on Dedham Vale National Landscape as set out in Appendix 13.5: National Landscape Assessment Study (document reference 6.13.A5). This appendix considers impacts on the National Landscape and its special qualities. Table 13.1.10 within section 13.3 of the Preliminary Environmental Information Report Volume III – Technical Appendices – 4 of 4) reported the potential for some significant effects on one of the special qualities of Dedham Vale National Landscape. The conclusion of the LVIA presented in the ES is that there would be significant effects on five of the special qualities of Dedham Vale National Landscape during construction. Effects on special qualities would however reduce to not significant during operation (and maintenance)	

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		once the underground cables are covered over and land use and landcover reinstated as far as practicable. The approach National Grid is taking to meet the 'seek to further' duty in relation to the Project has been detailed in National Landscapes – Duty to Seek to Further the Purposes Report (s85 Countryside and Rights of Way Act 2000) (document reference 5.10). The document details how the National Landscape and 'seek to further' duty has been taken into consideration during Project development and highlights potential further measures. The overall approach has been, and continues to be, discussed with relevant stakeholders (which includes but is not limited to the Dedham Vale National Landscape and Stour Valley Partnership) and follows the guidance published by Defra in December 2024 'Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes' (Defra, 2024). It is intended the finalised measures would be secured by an appropriate mechanism as part pursuant to the Development Consent Order (DCO) process.	
Primary Access Routes/ Haul Road/ Construction Compounds			
11-5.92	Suggest that the access track to the north on neighbouring land is used as a haul road instead of the proposed haul road by pylons TB23, TB24 and TB25, to reduce crop losses and increase cost-efficiency for National Grid	We note the respondent's feedback but adopting this change would not remove the need for access to the pylons identified whilst impacting land otherwise unaffected and as such there is a relatively limited reduction in the saving in road length with additional challenge by the creation of a number of spurs. On balance the more direct haul road arrangement is preferred to that proposed.	
11-5.93	Suggest that the permanent access route is removed due to impracticability and decrease in property values (as per respondent's plan)	National Grid notes the respondent's feedback with regards to the permanent access route and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in	

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		more detail. No physical works are required for this permanent access routes as part of the Project as these will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking in to account the landowner and National Grid's requirements.	
11-5.94	Suggest continued access along the existing track across the works, must be maintained to allow lorries to use the new turning area and access School Lane / Suggest that if the works impact the new turning area, National Grid must re-instate an equivalent facility elsewhere and restore the area to its original condition (as per respondent's plan)	National Grid note the respondent's comments. The access track and turning area highlighted on the plan off School Lane will be maintained. If the contractor does require the area where the turning area is located then they will agree an alternative location with the landowner.	
11-5.95	Suggest the permanent access to pylon TB30 takes a direct route to Straight Road, across agricultural land to reduce the impact on third party residential land	National Grid notes the respondent's feedback with regards to the permanent access route. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access routes as part of the Project as these will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements.	
11-5.96	Criticism of the siting of the EACN substation on Grade 1 arable land resulting in the proposed widening of Ardleigh Road and Bentley Road, proposed haul road and additional 3 substations or converter stations on or adjacent to the respondent's land at Normans Farm, close to Little Bromley / Suggest these proposals use	The identification of the site for the East Anglia Connection Node (EACN) substation has considered a number of other locations although no brownfield sites of sufficient size have been identified. This includes earlier consideration of whether the connections (North Falls, Five Estuaries and Tarchon) were as better made as an integral part of the project or by an alternative means. An integrated connection was	

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	brownfield land and the Project connect elsewhere instead of the proposed EACN substation	preferred. Siting has also included sites closer to the coast as well as sites to the west of the A12 with the siting subject to review as new information emerges, such as on reduced corridor widths for the wind farm connections. These findings are set down in the Corridor and Preliminary Routeing and Siting Study and the various Design Development Reports. We continue to consider that when considered in combination with the various connections that are required to be made to it (400 kV and customers) the EACN substation site to the east of Ardleigh remains preferred. Consideration of environmental effects and transport consequences formed part of the balanced decision making.	
11-5.97	Concern about the widening and additional traffic due to the proposals to widen Ardleigh Road - disruption to farming operations - accessibility to farms and increased traffic/ Request additional information in relation to highways safety assessments and safety measures to ensure the respondent (at Normans Farm) can safely access their land during and after construction / Request timings of works are coordinated to avoid this disruption at the busiest and most important farming times	National Grid notes the respondents' concerns relating to construction traffic on Ardleigh Road. Details of the change in traffic numbers and the associated impacts are detailed within the Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) and Transport Assessment (document reference 7.11). All copies of Road Safety Audits and proposed details of the construction programme and peak movements can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3	
11-5.98	Concern that a proposed construction compound near Gun Hill is partially located on a landfill site / Concern that the haul road access point near Gun Hill is located where water funnels into a stream and possible flooding risks (full address in response)	As part of ES Appendix 9.1: Baseline Information and Preliminary Contamination Risk Assessment (document reference 6.9.A1) the Environment Agency's dataset for permitted and historical landfills has been reviewed, as well as historical Ordnance Survey mapping for the area. This identified that within this area there is a historical gravel pit which has been previously infilled. The full extent of this pit is unknown at this time; however the Outline Code of Construction Practice (Document reference 7.2) includes commitments for suitable intrusive ground investigation to be undertaken prior to construction and appropriate	

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		geoenvironmental assessment. A detailed Flood Risk Assessment (FRA) (document reference 7.9). has been prepared for the Development Consent Order (DCO) application and describes baseline surface water flood risk, drawing on a range of data sources, including the recently published National Flood Risk Assessment 2 surface water flood map outputs, and assesses the potential for the Project to impact on flood risk from this source. The FRA (document reference 7.9) describes the control and management measures that would be secured through the DCO and which are described in the Outline Code of Construction Practice (CoCP) (document reference 7.2) to ensure no detriment to surface water and land drainage regimes.	
PRoW (Public Rights of Way)			
11-5.99	Concern about negative impact on PROW / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.	
Requests			
11-5.100	Request for further impact surveys in this section	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		(ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.	
11-5.101	Request for National Grid to clarify plans for the Project at respondent's land (on Fiddlers Farm, Fordham Heath) / Concern that respondents land consists of ancient woodland and would be unsuitable for the Project	The respondent's land referred to in the feedback abuts the very edge of a visibility splay required for the access to the haul road off Fiddlers Hill. There would not be any impact to the ancient woodland from the Project.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Visual Impact			
11-5.102	Concern that the Project will be unsightly / visually intrusive (including overhead lines, Cable Sealing End (CSE) compounds and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.	
Wildlife/ Ecology Impact			
11-5.103	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP)	

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		(document reference 7.2) and the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4). accompanying the Development Consent Order (DCO) application.	
11-5.104	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	
11-5.105	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops,*	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences." Beehives can become charged if directly under an overhead line because of the electric field it produces. For existing overhead lines, this can be eliminated by screening or earthing the hive, but for new overhead lines, embedded design measures and careful routeing will avoid any potential effects. There does not seem to be evidence of EMFs adversely affecting bees directly. In the United States of America, the strip of land along power lines has been shown to be particularly attractive to bees, with these areas being utilised by commercial bee farms. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived.	
11-5.106	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		(CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.	
11-5.107	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		(document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.	
11-5.108	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.	
11-5.109	Suggest ecological enhancements as part of the Project	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new DCO developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental and societal	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.	
11-5.110	Suggest replacement trees along the boundary of Sandpits Lane of the same species mix and size, as will be lost during construction, are provided and watered until they are established to a comparable size of the original trees	Mitigation around substations, substation extensions and Cable Sealing End (CSE) compounds is detailed in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4). National Grid has committed to a 3:1 replacement for individual trees and individual trees within small groups. The tree planting strategy will prioritise replanting within the Order Limits, although offsite provision may be required. Further details in relation to offsite planting is provided in the Outline LEMP (document reference 7.4). Details relating to species is provided in Section 9.3: Reinstatement of Woodland, Small Groups and Individual Trees and details related to management of reinstated trees provided in Section10.1: Aftercare of the Outline LEMP (document reference 7.4). Additional planting may be considered within the Order Limits at detailed design stage, in locations such as around Tilbury North Substation and the permanent access roads to the EACN and Tilbury North CSE compounds. Details of the final LEMP and reinstatement planting are secured within requirements of the DCO and subject to approval by the relevant planning authority.	
11-5.111	Suggest that the drainage attenuation pond is moved further towards Lark Hall, which is the lowest pat of the landscape and prevent drainage onto respondent's land / Suggest this change will save costs as direct	National Grid notes the respondent's feedback, all drainage features have been sized to suit drainage design criteria agreed with the relevant Lead Local Flood Authorities (in this case, with Suffolk County Council). Site run off would be held in an attenuation pond before being released into the water course. This would allow solid contaminants to settle out. Where other contaminants are expected, further measures would be	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
	drilling under Sandpit Lane would cause damage to the respondent's sensitive landscape	introduced to ensure that effluent released into water courses does not impact on water quality. These measures are highlighted in the Flood Risk Assessment (FRA) (document reference 7.9) and the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) submitted with the Development Consent Order (DCO) application. The discharge rate has been agreed with the Lead Local Flood Authority and relevant stakeholders, available data indicates a watercourse flowing out of the outfall location due west. The available LiDAR information also indicates the natural surface water runoff is due west. With regards to concerns about flooding, an FRA has been prepared for the Project to support and inform the Environmental Impact Assessment. The ES includes consideration of potential impacts on flood risk from all relevant sources, both temporary and permanent impacts.	
11-5.112	Concern that the existing UK Power Networks line encroaches into an apple orchard, crossing a shelterbelt that serves as a windbreak protecting the fruit trees / Suggest that the affected trees are not damaged or removed and all works remain within the arable field south of the shelterbelt (as per respondent's plan)	Environmental Statement (ES) Chapter 4 – Project Description' (document reference 6.4) details the typical Third Party (Statutory Undertakers) Works. The Order Limits in this area are required for mitigation works to an existing UK Power Networks 11 kV wood pole overhead line. Mitigation measures have been included to uplift the existing UK Power Networks asset to allow safe vehicular access. Working in proximity to existing utility assets (both above ground and buried is common practice for National Grid and their contractors. National Grid and their contractors shall adhere to relevant Health and Safety Executive (HSE) and National Grid specific legislation, policy and guidance when constructing, operating and maintaining the Project. An Outline Code of Construction Practice (CoCP) (document reference 7.2) has been prepared and submitted with the DCO application. This document provides commitments to reduce construction impacts together	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase. The trees to the south of the respondent's field are indicated as potentially affected, National Grid would seek to minimise the impact of these trees as far as practicable as detailed in the CoCP. Any landowners that are included within the Order Limits boundary would be eligible for compensation, this includes areas where either part or the whole of a land title is in the Order Limits. If a land or property owner is unsure if they are eligible for compensation, they should contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	

Braintree feedback

Braintree specific feedback

Table 11-6 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Agricultural Land			
11-6.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	
Community/Social Impact			
11-6.2	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
11-6.3	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment of the potential impacts on sports clubs, recreational land and recreational routes located within the Order Limits. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include: traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	
11-6.4	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation and targeted consultations, we	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.	
11-6.5	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) identifies any measures considered to be necessary to reduce likely significant effects which would also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.	
11-6.6	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: *"There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences."* Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.	
11-6.7	Criticism of surveys undertaken for the Project in this Section	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.	
11-6.8	Concern about the impact of the Project on water supply	National Grid has conducted preliminary ground investigations in order to better understand the geology along the underground cable route, including ground water levels. This would be supplemented by more detailed investigations prior to construction should the Project obtain consent. National Grid would assess the impact of the works on all identified ground water sources, including public and private abstraction points, and take appropriate measures to avoid detriment to those water sources. Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the project ahead of construction starting on site. As part of the development of the Project a Groundwater Baseline and Qualitative Groundwater Risk Assessment has been undertaken and forms part of the Environmental Statement (ES) (document reference 6.9.A3). This document provides an assessment of the potential effects of the Project on groundwater resources and includes an appraisal of the impacts on groundwater supplies. Mitigation measures have been included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) regarding the prevention of groundwater pollution as well as measures specific to safeguarding groundwater fed water supplies. Commitments would include the safe and responsible storage of fuels, oils and chemicals, the monitoring of water quality prior to construction to confirm a baseline for	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		future tests during construction and additional hydrogeological risk assessment at specific locations where there is a potential for the Project to impact on groundwater.	
Construction impacts			
11-6.9	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	
11-6.10	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts	
11-6.11	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration	

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		(document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP sets out the required mitigation measures and environmental commitments that would be implemented	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.	
11-6.12	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the local highway authorities and National Highways. An AIL routing strategy containing details about these movements are submitted in support of the Development Consent Order (DCO) application.	
11-6.13	Concern about vibrations from construction	An assessment of construction vibration is presented in Environmental Statement Chapter 14 - Noise and Vibration (document reference 6.14). The assessment considers both the potential impact upon people within buildings (i.e. disturbance), and potential damage to buildings and structures. The assessment considers relatively worst-case construction methodologies and does not take account of potential mitigation. This is so that potential 'hot-spots' can be identified where there is the potential for significant adverse effects, without mitigation.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		The construction vibration assessment has identified 74 locations where there is potential disturbance to people within buildings from construction vibration. Of these, 72 relate to potential vibratory compaction activities which would be expected to be for a relatively short duration (i.e. less than day). The remaining two relate to potential piling activities for pylon foundation construction. With regards to potential damage to buildings and structures, the assessment highlights locations where there is a potential non-zero risk of damage. 14 locations have been identified, all of which relate to potential vibratory compaction activities. In all cases, significant adverse effects, or potential structural damage, can be avoided with the use of best practicable means (BPM). This may include alternative methods, such as non-percussive/vibratory techniques. Additionally, prior to undertaking works, the Main Works Contractor(s) would conduct a detailed construction vibration assessment based on their specific methodologies and determine specific mitigation measures, where applicable.	
11-6.14	Concern about the impact on respondent's property (on Fordham Road, West Bergholt; full address provided by respondent; e.g. impact on drainage and land; impact on access; noise; impact on garden and amenity areas; impact on use as an equestrian smallholding) / Concern that National Grid has not considered feedback raised at previous consultations for the Project in relation to the property and that ecological and wildlife surveys have not been completed / followed up	National Grid notes the respondent's feedback. We have considered all feedback received from previous consultation and responses to feedback are included in this report and the previous 2022 and 2023 Non-Statutory Consultation Feedback Reports (available on the Project website and appended to this report). Construction traffic will access the associated haul road which runs along side the proposed Project alignment from two points 1) A134 Great Horkesley and 2) A1124 Aldham. These routes are known as primary access routes (PARs) and a haul road runs between these two PARs, where the haul road intersects public rights	

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		of ways (PRoWs), diversions or management plans are in place. Outlined within the Outline PRoW Management Plan (document reference 7.6) where the haul road intersects with a public highway, bellmouths are proposed with appropriate visibility splays and these accesses have been subject of a road safety audit. Details of which can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Access to the respondent's property will remain unaffected. The site falls outside the Order Limits and the Local Study Area (i.e. Order Limits) for the businesses and recreation assets assessment, and has therefore been scoped out of Environmental Statement (ES) Chapter 6.15: Socio-economics, Recreation and Tourism (document reference 6.15) (i.e. no significant effect anticipated on land take or disruption to direct access). Highfield Farm is located in Visual Receptor Area (VRA) D5: Fordham. The detailed assessment of visual effects on VRA D5 is provided in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The assessment of VRA 5 Fordham concludes that, during construction, effects will be major and significant within 0.5 km, which is the area within which Highfield Farm is located. Once operational, the effects will be major and significant within 0.5 km at year 1 and year 15. The assessment of VRA D5 includes consideration of the following viewpoint which lies to the south-west of Highfields Farm. Viewpoint 4.14 Fordham Road, north-east of Fordham (Figure 7.12.F112) (document reference 7.12) – major adverse and significant visual effects during construction and operation. Highfield Farm lies to the north of VRA D5, close to the neighbouring VRA D2: Little Horkesley and Wormingford. The following viewpoint lies to the	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		north-east of the farm, just within VRA D2, and the following findings were reported in the assessment. Viewpoint 4.27: B1508 Colchester Road, near Grove Lodge (Figure 7.12.F124) (document reference 7.12) – major adverse and significant visual effects during construction and operation. Highfield Farm has not been assessed as part of the Residential Visual Amenity Assessment (RVAA) since the curtilage of the property sits more than 200 m from the proposed pylon locations which is outside of the study area for the RVAA. In relation to ecology surveys, Highfields Farm and the associated land lies outside of the Order Limits and has therefore been subject to desk based ecological surveys only. Results of these ecology surveys are presented within ES Chapter 8: Ecology and Biodiversity (document reference 6.8). The impacts of the Project on land drainage and flood risk have been subject to detailed assessment, reported in the Flood Risk Assessment (document reference 7.9) and land drainage systems will be subject to further surveys. As secured through commitment W14 in the Outline Code of Construction Practice (CoCP) (document reference 7.2) replacement drainage schemes will be installed where appropriate. A specialised drainage contractor(s) will review the drainage designs and the relevant Lead Local Flood Authority (LLFA) will be consulted on proposals. The specialist contractor(s) will provide advice to National Grid and the Main Works Contractor(s) during all relevant construction and reinstatement activities. Permanent records of the land drainage locations will be made and passed to the landowners/occupiers. An assessment of noise impacts is presented in ES Chapter 14: Noise and Vibration (document reference 6.14). Highfield Farm is included in the study area for construction noise impacts. Significant adverse effects are	

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		not expected at this location. The contractor will employ best practicable means (BPM) to reduce any potential effects of noise. This would include consideration of horses within equestrian facilities, taking account of guidance from the British Horse Society (BHS) for construction activities. Operational noise from the proposed overhead line is scoped out of the ES on the basis that a low noise 'triple Araucaria' conductor system is proposed. Significant adverse effects are not expected from operational noise, even directly underneath the line.	
11-6.15	The field which National Grid has sited their construction compound for the Project carries the respondents mains sewer (which was constructed three years ago and connects up to the Silver End to Rivenhall main sewer which then crosses the field with a buried manhole in the area of the existing telegraph pole in the South of the field) / Request for National Grid to confirm that this has been considered	National Grid notes the respondent's feedback. We have considered all feedback received from previous consultation and responses to feedback are included in this report and the previous 2022 and 2023 Non-Statutory Consultation Feedback Reports (Appendix B and C of this report). Construction traffic will access the associated haul road which runs along side the proposed Project alignment from two points 1) A134 Great Horkesley and 2) A1124 Aldham. These routes are known as primary access routes (PARs) and a haul road runs between these two PARs, where the haul road intersects public rights of ways (PRoWs), diversions or management plans are in place. Outlined within the Outline PRoW Management Plan (document reference 7.6) where the haul road intersects with a public highway, bellmouths are proposed with appropriate visibility splays and these accesses have been subject of a road safety audit. Details of which can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Access to the respondent's property will remain unaffected. The site falls outside the Order Limits and the Local Study Area (i.e. Order Limits) for the businesses and recreation assets assessment, and has	

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		therefore been scoped out of Environmental Statement (ES) Chapter 6.15: Socio-economics, Recreation and Tourism (document reference 6.15) (i.e. no significant effect anticipated on land take or disruption to direct access). Highfield Farm is located in Visual Receptor Area (VRA) D5: Fordham. The detailed assessment of visual effects on VRA D5 is provided in ES Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). The assessment of VRA 5 Fordham concludes that, during construction, effects will be major and significant within 0.5 km, which is the area within which Highfield Farm is located. Once operational, the effects will be major and significant within 0.5 km at year 1 and year 15. The assessment of VRA D5 includes consideration of the following viewpoint which lies to the south-west of Highfields Farm. Viewpoint 4.14 Fordham Road, north-east of Fordham (Figure 7.12.F112) (document reference 7.12) – major adverse and significant visual effects during construction and operation. Highfield Farm lies to the north of VRA D5, close to the neighbouring VRA D2: Little Horkesley and Wormingford. The following viewpoint lies to the north-east of the farm, just within VRA D2, and the following findings were reported in the assessment. Viewpoint 4.27: B1508 Colchester Road, near Grove Lodge (Figure 7.12.F124) (document reference 7.12) – major adverse and significant visual effects during construction and operation. Highfield Farm has not been assessed as part of the Residential Visual Amenity Assessment (RVAA) since the curtilage of the property sits more than 200 m from the proposed pylon locations which is outside of the study area for the RVAA.	

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		In relation to ecology surveys, Highfields Farm and the associated land lies outside of the Order Limits and has therefore been subject to desk based ecological surveys only. Results of these ecology surveys are presented within ES Chapter 8: Ecology and Biodiversity (document reference 6.8). The impacts of the Project on land drainage and flood risk have been subject to detailed assessment, reported in the Flood Risk Assessment (document reference 7.9) and land drainage systems will be subject to further surveys. As secured through commitment W14 in the Outline Code of Construction Practice (CoCP) (document reference 7.2) replacement drainage schemes will be installed where appropriate. A specialised drainage contractor(s) will review the drainage designs and the relevant Lead Local Flood Authority (LLFA) will be consulted on proposals. The specialist contractor(s) will provide advice to National Grid and the Main Works Contractor(s) during all relevant construction and reinstatement activities. Permanent records of the land drainage locations will be made and passed to the landowners/occupiers. An assessment of noise impacts is presented in ES Chapter 14: Noise and Vibration (document reference 6.14). Highfield Farm is included in the study area for construction noise impacts. Significant adverse effects are not expected at this location. The contractor will employ best practicable means (BPM) to reduce any potential effects of noise. This would include consideration of horses within equestrian facilities, taking account of guidance from the British Horse Society (BHS) for construction activities. Operational noise from the proposed overhead line is scoped out of the ES on the basis that a low noise 'triple Araucaria' conductor system is proposed. Significant adverse effects are not expected from operational noise, even directly underneath the line.	

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Consultation			
11-6.16	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	
11-6.17	Concern that the respondent's property in Kelvedon is impacted by proposals on three sides (as per respondent's plan) / Concern that suggested realignment during previous consultation has not been considered	National Grid notes the respondent's feedback. The suggested realignment was looked at along with several other options. The temporary construction haul road has been routed through along the alignment of the existing 33 kV wood pole line that is proposed to be removed. This was chosen as the preferred location as it would involve no further woodland loss (as this area is already clear of trees) and would also mean that the area to the west of the property, which we believe to be a secured dog walking park, would only be impacted temporarily for a short period of time for stringing of the overhead line (including scaffold protection of the public highway), and would not have the haul road routed through it for the majority of the construction of the Project. The overhead line has not been moved as suggested as this would make the route longer and would add an angle pylon which would be less consistent with the Holford Rules (see Appendix I22 of this report). Following the non-statutory consultation in 2023 we moved the alignment as far west as possible without introducing interaction with the disused sewage treatment works to the west and trying to reduce woodland loss where possible.	
11-6.18	Criticism that respondent was not shown the most recent plans for the Project near their property at Rivenhall, yet their neighbours have been shown the plans and were invited to discuss the plans via a Microsoft Teams meeting	National Grid notes the respondent's feedback. The respondent's property is not directly impacted by the Project and therefore would not have been offered a meeting as these were offered to landowners with direct impacts to their properties. If the respondent has any questions or concerns about the plans near their property they are encouraged to contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	

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Design Change			
11-6.19	Suggest that existing overhead lines in this section should be replaced by underground cables	National Policy Statement (NPS) EN-5 establishes the position that the starting basis for new connections is a presumption on the acceptability of overhead lines but with this presumption reversed within designated landscapes and in certain other circumstances. The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where we are proposing to place existing overhead lines underground. These locations are where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects are considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with NPS EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form or unsuitable ground conditions.	
11-6.20	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may	

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		bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line would be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and	

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		procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both landscape character and visual amenity. The LVIA is presented in the ES, Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment	

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		complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.	
11-6.21	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual	

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		effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.	
11-6.22	Suggest route is realigned near respondent's land in Kelvedon according to respondent's plan (provided)	National Grid notes the respondent's feedback. The suggested realignment was looked at along with several other options. The temporary construction haul road has been routed through along the alignment of the existing 33 kV wood pole line that is proposed to be removed. This was chosen as the preferred location as it would involve no further woodland loss (as this area is already clear of trees) and would also mean that the area to the west of the property, which we believe to be a secured dog walking park, would only be impacted temporarily for a short period of time for stringing of the	

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		overhead line (including scaffold protection of the public highway), and would not have the haul road routed through it for the majority of the construction of the Project. The overhead line has not been moved as suggested as this would make the route longer and would add an angle pylon which would be less consistent with the Holford Rules (see Appendix I22 of this report). Following the non-statutory consultation in 2023 we moved the alignment as far west as possible without introducing interaction with the disused sewage treatment works to the west and trying to reduce woodland loss where possible.	
11-6.23	Suggest permanent access to TB74 be taken off Old Road and follow the field boundaries to the pylon, as this will be less disruptive to the respondent / Suggest the haul road follow as close to the boundary with the public highway in the field between the Reservoir and Coggeshall Road to minimise the impact on soil structure, drainage and future agricultural operations / Suggest pylon TB77 is located close to the edge of the field boundary with Coggeshall Road to reduce the area of land which will be sterilised (as per respondents plan)	National Grid notes the respondent's feedback with regards to the permanent access route to TB74. The permanent right of access from the south east is proposed to be removed and instead replaced with a permanent right of access from the north from Old Road. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as these will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements. With regards to the haul road, this has been positioned as close to Coggeshall Road as possible while allowing for an adequate turning radius for vehicles as well as aligning to appropriate public highway crossing points. TB77 is positioned as close to the boundary as possible while allowing for scaffolding to be used during construction for crossing protection. We have therefore not made a change to the haul road or the position of TB77.	

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11-6.24	Suggestion for pylons TB92 to TB100 to be relocated south of Rivenhall Thicks to reduce impacts on listed properties, an ancient tree housing bats, and the local landscape	A feasible alignment on the route proposed passing south of Rivenhall thicks, would have to divert from the south of Church Road and pass to the south of Rivenhall Thicks. This would increase the length of the route by around 600 m, with greater agricultural effects, at least one (and potentially two) additional pylons and would be expected to require an additional angle pylon (less consistent with Holford Rule 3). A summary of the Holford Rules is provided within Appendix I22 of this report. On balance the change is considered less preferred because any benefit arising from the change does not offset the additional effects caused by .it. Other route amendments are already considered to have responded to concerns about an ancient tree housing bats which is now avoided. A detailed assessment of the effects on the Landscape Character Areas (LCAs) noted is provided in ES Appendix 13.2: Landscape Baseline and Assessment (document reference 6.13.A2). Rivenhall Thicks sits within Landscape Character Area (LCA) B1: Central Essex Farmlands, within Area One (TB89-100). The assessment reported that there would be 'disturbance to farmland (mainly arable), and the loss of some field boundary hedgerows, hedgerow trees including along local lanes such as Church Road, Parkgate Road and Cressing Road, field trees, and areas of woodland, notably to the east of Waterfall Cottage as described in Appendix 13.6: Arboricultural Impact Assessment (document reference 6.13.A6). There would also be disturbance to the 'tranquil' character of the LCA in the vicinity of the construction activity. Ancient woodland at Rivenhall Thicks south of TB96 would be protected during construction and would not be directly affected.' The landscape effects would be major and significant within 0.5 km during construction, year 1 of operation and year 15 of operation. Between 0.5-1.5 km the effect will reduce to moderate and significant for all stages assessed. Beyond 1.5 km the effects will be minor-	

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		moderate and not significant during construction, and minor and not significant at year 1 and year 15 of operation. Relocating the alignment to the south of Rivenhall Thicks would result in a transfer of landscape effects to the new location, affecting a larger area due to the longer length of the alignment, and is unlikely to result in a reduction in the significance of landscape effects. The potential effects of the Project on the Historic Environment are reported in ES Chapter 11 and its appendices (document reference 6.11). The proposed alignment is assessed to result in not significant effects during construction and operation to the Grade II* listed Rivenhall Place to the north of the alignment and the Grade I listed Church of St Mary and All Saints, Grade II listed Rivenhall Hall and 1 and 2 Rivenhall Farm Cottages to the south of the alignment. If the alignment were moved further south it is possible these effects to the assets to the south of the proposed alignment could increase to significant given the open nature of the landscape in this area. Full ecology surveys including bat roosting and habitat surveys have been undertaken across the Project, including within the area between TB92 and TB100. An assessment of impacts on the habitats and trees with bat roosting potential has been undertaken and included within Chapter 8: Ecology and Biodiversity (document reference 6.8) and Appendices 8.1 to 8.16 (document reference 6.8.A1-6.8.A16) of the Environmental Statement (ES). Survey results were used to inform the design stage and consequently no trees with confirmed roosting bats currently identified with be lost (in this area) as a result of the Project.	
11-6.25	Suggestion that TB96 and associated haul road be relocated north to reduce impacts on the paddocks	National Grid notes the respondent's feedback. Moving TB96 (now TB98) north would add an angle pylon into the alignment which would be less consistent with the Holford Rules. A summary of the Holford Rules is	

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		provided within Appendix I22 of this report. The haul road at this location has been moved as far north as possible, a localised commitment during construction is likely to be able to avoid impacts to the horse paddock where possible. If you have specific concerns regarding the impact on your property, we encourage you to seek third party advice. Alternatively contact the Lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	
11-6.26	Suggestion that the construction laydown area on B1018 Cressing Road be relocated to the north side of the haul road to reduce impacts to road safety	National Grid notes the concerns raised around road safety on the B1018 Cressing Road. The location of the proposed material lay down area doesn't actually impact on road safety and relocating it north of the haul road would not improve things. The proposed bellmouth access from the B1018 has been road safety audited details of which can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Furthermore, the decision to locate the material laydown area south of the haul road has been driven by feedback from the residence just north of the Haul Road.	
11-6.27	The following suggestions are made by the respondent such that the haul road down Grove Track can be abandoned, the haul road across Grove Ford and towards Hole Farm can be abandoned, and the haul road and crossing across the end of the football pitch and int Blueberry field can be abandoned: - Suggest that access to the East and West of Church Road (near Faulkbourne) is provided at Oak Farm, CM8 1SF via a new electric gate which would provide secure	National Grid notes the feedback from the respondent. Moving access to nearer Oak Farm on Church Hill for both works, east and west, has been assessed as not being practical, due to the location on an S-Bend, and would add significant length to the haul road, whilst impacting previously unaffected fields, to get to the works.	

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	access and could remain at the end of the Project (e.g. given that the Faulbourne estate has 11 Pylons and underground cables, to avoid the very narrow passage to the East of the Estate) with the haul road then following the hedge line between the football club and football field (as per plan provided by respondent) or with the haul road turning east to follow the lower boundary of the football field (also shown on plan provided by respondent) - Suggest that regarding the haul roads to the west of the Faulkbourne Estate, instead of creating a new entrance off of Church Road, that access is instead provided through the gate opposite Oak Farm Entrance (as per plan provided by respondent), with the haul road then travelling west along the existing track and past the Galleycroft field before joining Pink Lane. If necessary the haul road could be routed across Galleycroft. The haul road would then go west along the existing track and around Galleycroft field before joining Pink Lane. In every case, the haul road should not be routed through the Pinklands field (e.g. the largest squarest field in the estate). The haul road should continue along Pink Lane before turning right / north towards Pylon TB107, removing the need to have a haul road across Stawberry field. - Suggest that if the haul road near Grove Track (near Faulkbourne) is progressed, that it should be routed by		

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	Grove Meadow, the pasture to the south, or as a worst case is moved 30 metres north into the field north of Grove Track, so that it does not go past the entrance of Grove Cottage or Grove House nor impact utilities, and to mitigate road safety concerns and impact on community (e.g. as per plan provided by respondent)		
11-6.28	Relating to the Faulkbourne Estate, suggest that the laydown areas are moved from Blueberry to football field (south of the clubhouse) between the edge of the hard pitch and the bottom of the silage clamp using the main gate to the west of Grain Store 1 (as shown by plan provided by respondent. If more space is needed, then suggest this could be extended further west or to Galleycroft (as per plan provided by respondent). Either approach will provide better security and access	National Grid notes the respondent's feedback. The position of the material laydown area has been selected adjacent to the haul road to minimise multiple access points and excessive land take.	
11-6.29	Relating to the Faulkbourne Estate, suggest that the Project is amended as per plan provided by respondent which would re-locate Pylon TB110 leaving the whole of the adjacent field Abbotsmarsh untouched	National Grid notes the respondent's feedback. Moving TB110 into the same field as the Cable Sealing End (CSE) compound would compromise the safe distance between the existing 400 kV overhead line, the gantry and the new tower. Moving or splitting the Cable Sealing End (CSE) compound wouldn't resolve this. Alternative locations for the CSE compound have been assessed, however the current location is preferred in terms of technical feasibility and safety and given that others required a longer length of cable between them is also at lower cost.	

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11-6.30	Relating to the Faulkbourne Estate, suggest that the following smaller amendments are made as per plans provided by respondent: - Pylon TB110 - move 100 m south-west into the same field as the compounds - Pylon TB108 - move west to the hedge line - Pylon TB106 - move north to the edge of Pink Lane track - Pylon TB105 - move to north-east to the hedge tri-corner junction of Blueberry, Galleycroft and Pinklands - Pylon TB104 - move south to hedge line - Pylon TB103 - move to north-east towards hedge line of Football and Bog - Pylon TB100 - move north-east to next triangular field between railway and road, or north-east to the edge of the railway or towards the corner at northern point of that field	National Grid notes the feedback from the respondent. Adjustments to the alignment as described would increase the number of angle pylons and be less direct and less consistent with Holford Rule 3, as well increasing the environmental impact and reducing constructability, specifically with pylons straddling land parcels, impacting drains, pond habitats & reducing rail clearance. A summary of the Holford Rules is included in Appendix I22 of this report.	
11-6.31	Suggest the permanent access route to pylon TB74 is routed off Old Road and follow the field boundaries to the pylon / Concern that the proposed access route adjacent to Cockerell's is not viable due to the fenced gardens of the newly converted residential dwellings and intended future use of part of the adjoining arable land / Suggest the second access route to the construction gantry is made shorter and routes from Old Road, from the existing field access close to the location	National Grid notes the respondent's feedback with regards to the permanent access route and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses in to the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as this will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore	

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		National Grid will look to agree the most suitable access route at that point, taking in to account the landowner and National Grid's requirements Biosecurity mitigation requirements will be discussed and implemented in consultation with the landowner.	
11-6.32	Suggest the haul road follows the boundary with the public highway in the field between the Reservoir and Coggeshall Road to minimise impact on soil, drainage and agricultural operations / Suggest pylon TB77 is located close to the edge of the field boundary with Coggeshall Road to reduce land loss / Suggest haul road is routed to avoid crossing Old Mill Lane to minimise disruption to farming operations and residents (plan provided)	National Grid notes the respondent's feedback. With regards to the haul road, this has been positioned as close to Coggeshall Road as possible while allowing for an adequate turning radius for vehicles as well as aligning to appropriate public highway crossing points. TB77 is positioned as close to the boundary as possible while allowing for scaffolding to be used during construction for crossing protection. We have therefore not made a change to the haul road or the position of TB77.	
11-6.33	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes to the alignment. Further details on these changes can be found in the 2025 Design Development Report (document reference 5.15), published as part of the Development Consent Order (DCO) application.	
11-6.34	Suggestion that the Project is routed away from / the Project should not be located at Faulkbourne	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Faulkbourne. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the	

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		options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Faulkbourne.	
11-6.35	Request that pylons TB116 and TB117 be located closer to field boundaries to reduce impacts on farming operations	National Grid notes the preference from landowners for pylons to be situated close to hedge lines where possible to reduce the impact on agricultural activities and reduce land take. We have assessed requests from landowners on an individual basis and have moved pylons to the edges of fields where this can be achieved. We have reviewed the pylons TB116 and TB117 remain along the field boundary as far as practicable. TB116 cannot be placed on a field boundary to the west due to required span lengths and the need to keep the alignment as straight as possible to be consistent with the Holford Rules. A summary of the Holford Rules is provided within Appendix I22 of this report. We are also unable to position pylons close to the southern edge of the field due to the need to maintain adequate distance to Hallhook Row Ancient Woodland.	
11-6.36	Suggestion that access routes follow field boundaries and existing tracks (plan provided)	National Grid notes the respondent's feedback with regards to the permanent access routes and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for these permanent access routes as part of the Project as these will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements.	

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Economic/ Employment impact			
11-6.37	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.	
Environmental impact			
11-6.38	Concern that the Project will impact ancient woodland	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. A standard 15 m buffer from construction activities has been applied where practicable. Potential direct and indirect impacts on each block of ancient woodland within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. Appendix B: Ancient Woodland and Veteran Tree Strategy is included as part of the Outline Landscape and Ecological Management	

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		Plan (see Appendix B of the Outline LEMP (document reference 7.4)). The Outline LEMP has been developed in consultation with relevant stakeholders including Natural England and local planning authorities.	
11-6.39	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as local wildlife sites (LWS), Royal Society for the Protection of Birds (RSPB) reserves and Special Protection Area (SPA's). Whist there are no impacts on RSPB reserves, potential direct and indirect impacts on LWS's and SPA's within the study area have been considered within the Environmental Statement (ES) Chapter 8: Ecology and Biodiversity (document reference 6.8). SPA's and the associated impact on birds has also been considered within the Habitats Regulations Assessment Report (HRA) (document reference 5.3).	
11-6.40	Concern that the Project will result in a negative impact on the environment / countryside generally (no details given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent	

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		Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.	
11-6.41	Concern that proposals to site 2 or 3 towers and overhead cables on Monk's Farm will significantly prejudice the mineral reserve and mineral extraction activities	National Grid adopts a consistent approach to development sites and in the case of minerals sites considers those that are allocated in the current plan. In this case the site is being consulted upon for potential inclusion in a future plan so may be confirmed at some stage or may not. In these cases we identify if an alternative alignment can be taken forward with widened Order Limits to allow for a modified alignment given that the sites inclusion may be confirmed in mid 2025. We have taken forward to DCO submission a scenario A (that shown on the works plans) and a scenario B with widened Order Limits that would support an alternative alignment (if the site is adopted into the minerals plan). In the alternative scenario B the position	

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		of pylons is modified slightly to cross closer to a north to south alignment with pylons repositioned to be just within the edge of the area. This reduces the required extent of retention of unexcavated ground compared with scenario A We have considered other alternative alignments deviated to the north but not progressed these due to heritage effects from routeing between related grade I and II* listed buildings as well as closer proximity and increased effects on residential properties (set out in the 2023 Design Development Report, available on the Project website).The 2023 Design Development Report also considered alternatives to the south. But these were less preferred due to greater effects on residential properties. We are engaging with those promoting the site to seek to agree a statement of common ground, and route to discussing mitigation should the site actually come forwards.	
11-6.42	Concern that proposed underground cables for the UK Power Networks infrastructure to the north-east of the reservoir will conflict with a proposed underground irrigation main which would connect the reservoir with other land and restrict access to the pipe in the event of a leak or emergency resulting in loss of time and funds for the respondent (plan provided)	National Grid request the respondent provide detailed design drawings of the proposed irrigation main so that required vertical separation distances can be factored in. When working in close proximity to National Grid underground cable assets the respondent should adhere to HSG47 – Avoiding danger from underground services and National Grids Technical Guidance Note 287 - Third-party guidance for working near National Grid Electricity Transmission equipment.	
11-6.43	Concern about impacts on rights to minerals (and other legal rights) near pylon TB101 / Concern that previously raised concerns about legal reviews and fees have not been addressed	In the development of the Project route, National Grid has sought to avoid sites either with consent for minerals extraction, that are allocated within the minerals plan or are the subject of consultation. In some cases avoidance is not possible due to other constraints to routeing however strategies to seek to reduce the effects would be progressed. In the area of TB101 there is no minerals planning status that would lead to the	

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		considerations set out. The presence of rights to minerals per-se (and such rights will be extensive) do not imply any certainty of value recovery nor certainty that planning approval would ever be secured. On this basis no change is proposed. If the respondent has any questions over whether legal fees are recoverable, they are encouraged to speak to the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	
Financial compensation			
11-6.44	Concern that the Project will devalue property / impact on property value in this section	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.	

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		Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	
11-6.45	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in	

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		the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
Health, Safety & Wellbeing			
11-6.46	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required)	

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		The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.	
11-6.47	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and look to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the	

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		worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid has followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.	
Heritage			
11-6.58	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and	

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		techniques and to take their views into account during Project development.	
Mitigation			
11-6.49	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation and maintenance of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	
Primary Access Routes / Haul Road / Construction Compounds			
11-6.50	As evidenced in the provided mapping documentation and confirmed by National Grid's assessment, access via Western Lane (near Silver End) is unnecessary. Alternative access is readily available through the bend	National Grid notes the respondent's' concerns regarding access from Western Lane. The proposed access from this point is a permeant access. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as these will not be used for	

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	in the main road (as shown on plan provided by respondent)	construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements. The general principal is to use existing footpaths public rights of ways to get a close to the pylons as possible before crossing farmland.	
11-6.51	Concern that National Grid has stated that the path, ground and garage beside the respondents garden is not registered, but the respondent has asked that this be corrected, and the respondent has confirmed that this is part of their property and has easements for their neighbours to use it to access the garages on foot / Concern that this path is not suitable for access by any construction vehicles or National Grid personnel, and the respondent would not grant permission for its use / Suggest that the field behind which is fully accessible from the roadside on two sides should be used instead	There may have been a misunderstanding about the activities proposed because the Project does not seem to interface with the respondent's landholding in the manner suggested. The nearest activity is the replacement of an existing lower voltage wood pole connection with underground cable routes within the adjacent agricultural field which we agree is best accessed from the roadside without need to cross the respondents land holding. No change is therefore proposed.	
PROW (Public Rights of Way)			
11-6.52	Concern about negative impact on PROW / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable	

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		feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.	
Requests			
11-6.53	Request for further impact surveys in this section	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential	

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		effects of the Project on the environment, including commitments to undertake further surveys.	
Visual impact			
11-6.54	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into	

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		consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.	
Wildlife/ Ecology impact			
11-6.55	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8)	

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		assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	
11-6.56	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for	

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		non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	
11-6.57	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.	

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		As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.	
11-6.58	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured in the Outline Code of Construction Practice (CoCP) (document reference 7.2).	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.	
11-6.59	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.	
11-6.60	Concern that the Project will impact trees covered by Tree Preservation Orders / Tree Protection Orders	During pre-application National Grid asked relevant planning authorities to share information on Tree Preservation Orders (TPOs). Impacts to trees covered by a TPO from the Project are presented in Appendix 13.6: Arboricultural Impact Assessment (AIA) report (document reference 6.13.A6).	

Chelmsford feedback

Chelmsford Section specific feedback (Further Landowner Consultation)

Table 11-7 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Agricultural land			
11-7.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	
Airfields			
11-7.2	Concern about the impact of the Project on Broomfield Hospital (helipad) / Suggestion that the Project is routed away from Broomfield Hospital (helipad)	National Grid has appointed an independent aviation consultancy which has engaged the principal air ambulance operator from Broomfield Hospital with regards to the helipad. Following discussion and assessment it has been determined, with the Project as currently proposed, that the helipad can continue to operate. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	
Community/Social Impact			
11-7.3	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism of the Environmental Statement (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners)	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
11-7.4	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered throughout the construction phase of the Project to reduce, where practicable, disruption on education establishments. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within the ES Chapter 15: Socio-Economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Dust Management Plan (see Appendix D of the Outline CoCP (document reference 7.2)) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	
11-7.5	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		(document reference 6.15) presents an assessment of the potential impacts on sports clubs, recreational land and recreational routes located within the Order Limits. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	
11-7.6	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation and targeted consultations, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		the decision making process. We will continue to review planning applications and engage with developers as necessary.	
11-7.7	Criticism of surveys undertaken for the Project in this Section	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-7.8	Concern about the impact of the Project on water supply	National Grid has conducted preliminary ground investigations in order to better understand the geology along the underground cable route, including ground water levels. This would be supplemented by more detailed investigations prior to construction should the Project obtain consent. National Grid would assess the impact of the works on all identified ground water sources, including public and private abstraction points, and take appropriate measures to avoid detriment to those water sources. Landowners are encouraged to provide as much information as early as possible in relation to any private supplies, drainage and irrigation systems on their land so these can be factored in at the detailed design stage of the Project ahead of construction starting on site. As part of the development of the Project a Groundwater Baseline and Qualitative Groundwater Risk Assessment has been undertaken and forms part of the Environmental Statement (ES) (document reference 6.9.A3). This document provides an assessment of the potential effects of the Project on groundwater resources and includes an appraisal of the impacts on groundwater supplies. Mitigation measures have been included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) regarding the prevention of groundwater pollution as well as measures specific to safeguarding groundwater fed water supplies. Commitments would include the safe and responsible storage of fuels, oils and chemicals, the monitoring of water quality prior to construction to confirm a baseline for future tests during construction and additional hydrogeological risk assessment at specific locations where there is a potential for the Project to impact on groundwater.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Construction Impacts			
11-7.9	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	
11-7.10	Concern about impact on traffic levels in local area caused by construction works	As part of the pre-application process National Grid has engaged with the relevant authorities, their highways teams and National Highways to understand and gain information on their road networks. This information has been used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) for the Project that accompanies the Development Consent Order (DCO) application. A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16) includes the assessment of the potential impacts of the Project including changes in traffic flow, delays, road safety and impact on Walking, Cycling and Horse-Riding modes on the roads along the Primary Access Routes located in the Local Road Network. The Transport Assessment (document reference 7.11), submitted with the DCO application, examines capacity, safety, and operational efficiency of the network, identifying potential bottlenecks or safety concerns. Within the assessment of the ES and the Transport Assessment, mitigation measures are proposed to minimise likely adverse impacts.	
11-7.11	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in ES Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in ES Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2).	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. ES Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in ES Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP (document reference 7.2). The Outline CoCP sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.	
11-7.12	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the local highway authorities and National Highways. An AIL routing strategy containing details about these movements are submitted in support of the Development Consent Order (DCO) application.	
11-7.13	Concern about vibrations from construction	An assessment of construction vibration is presented in Environmental Statement Chapter 14 - Noise and Vibration (document reference 6.14). The assessment considers both the potential impact upon people within buildings (i.e. disturbance), and potential damage to buildings and structures. The assessment considers relatively worst-case construction methodologies and does not take account of potential mitigation. This is so that potential 'hot-spots' can be identified where there is the potential for significant adverse effects, without mitigation. The construction vibration assessment has identified 74 locations where there is potential disturbance to people within buildings from construction vibration. Of these, 72 relate to potential vibratory compaction activities which would be expected to be for a relatively short duration (i.e. less than day). The remaining two relate to potential piling activities for pylon foundation construction. With regards to potential damage to buildings and structures, the assessment highlight's locations where there is a potential non-zero risk of damage. 14 locations have been identified, all of which relate to potential vibratory compaction activities.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		In all cases, significant adverse effects, or potential structural damage, can be avoided with the use of best practicable means (BPM). This may include alternative methods, such as non-percussive/vibratory techniques. Additionally, prior to undertaking works, the Main Works Contractor(s) would conduct a detailed construction vibration assessment based on their specific methodologies and determine specific mitigation measures, where applicable.	
Consultation			
11-7.14	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	
11-7.15	Criticism of consultation events in this Section	National Grid notes the respondent's feedback.	
Design Change			
11-7.16	Suggest a minimum distance that the Project should be sited from residential areas / residences	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Appendix I22 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2022 and 2023 non-statutory consultations, statutory consultation, and targeted consultations, we have modified the alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties or other receptors. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		(document reference 6.13). This assesses the impact of the Project and identifies the need for additional mitigation if required.	
11-7.17	Suggest that the existing overhead lines in this section are reinforced / upgraded instead	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations would be required to accommodate the changing demands on the network.	
11-7.18	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'*. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.	
11-7.19	Criticism that alternative routes to the one proposed for the Scheme to the west of Chelmsford were dismissed without explanation and seemed to have less impact on residential and heritage assets (e.g. the Westerly	In response to feedback received during the 2024 statutory consultation and the 2025 targeted consultations, National Grid has considered alternative alignments to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
	Alternative) / Criticism that the current proposed route causes wildlife, property and environmental risk interactions which are easily and cheaply mitigated by alternatives that either cross open countryside with less vegetation and habitation (e.g. the Westerly Alternative) or align with existing infrastructure such as the pylon route (e.g. to the east of Chelmsford)	well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application, and this has identified any need for additional mitigation.	
11-7.20	Suggest TB154 is relocated to its previously proposed position	National Grid notes the respondent's feedback. TB154 has not changed position since the publication of the 2024 preferred draft alignment. A	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		change to the alignment was made following feedback received during the 2023 non-statutory consultation which straightened the alignment and removed an angle pylon (as described in the 2024 Non-Statutory Consultation Feedback Report and the 2024 Design Development Report (available on the Project website).	
11-7.21	Suggest TB192 is moved further south to meet with the existing field corner position and set off the existing boundary (as per respondent's plan) / Suggest permanent easement access to TB192 is moved to align with the existing gateway onto Ingatestone Road (as per respondent's plan)	National Grid notes the respondent's feedback with regards to the permanent access route at TB192 and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as these will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements. With regards to TB192, this pylon has been positioned to reduce impacts on views relating to St Marys Church, Buttsbury. We have also moved it further north following feedback from a property to the south; therefore we are not proposing a change to the location of this pylon.	
11-7.22	Concern that haul road access on the main farm onto the A1060 will be a safety risk to the public and financial loss for Boyton Hall as the fields are used to host large-scale events including concerts and the Essex Young Farmers Show and relocation is not possible due to proposed pylons on the alternative field/ Suggest construction activity is restricted to one area / Concern about security risks, such as trespassing and anti-social behaviour as there is no	National Grid notes the respondent's concerns regarding the security of the proposed haul road access at Boyton Hall. Any haul road access points will be appropriately managed, locked and secured when not in use, with the use of fencing and gates where required to prevent trespass and anti-social behaviour. These measures are set out in the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) and will be secured through the Construction Environmental Management Plan (CEMP) prepared by the appointed	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
	guarantee the haul road access will remain locked and secure / Suggest the haul road is moved back to the original route using the gas substation access road or directly cutting across the A1060 from Vicerage Road (as per respondent's plan)	Principal Contractor. We have investigated a number of alternative alignments in the area, but all would result in a longer route with more angle pylons, less consistent with the Holford Rules, and greater impact upon local receptors. If a land or property owner is unsure if they are eligible for compensation, they should seek independent third party advice, or contact the Project lands team to discuss: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	
11-7.23	Suggest pylons TB159 to TB161 are diverted away from the scout field and Young Farmer Event field or use underground cables (as per respondent's plan)	In response to previous feedback National Grid has considered alternative connection routes but concluded that others are less preferred. This encompasses routes to the east of Chelmsford as well as localised variations to both the east and west of the Project alignment. In the absence of new information or further factors or change in the constraints that are present, National Grid remains of the view that the Project remains preferred for the reasons set out variously within the Corridor and Preliminary Routeing and Siting Study (CPRSS) (available on the Project website) and the various Design Development Reports published in 2023, 2024 (available on the Project website) and in 2025 (document reference 5.15). National Grid is of the view that the presence of overhead pylons is not incompatible with the events noted.	
11-7.24	Suggest all future access routes are removed, and access is taken under the pylon line or agreed with the landowner at the time (as per respondent's plan)	National Grid notes the respondent's feedback with regards to the permanent access routes and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access routes as part of the Project as this will not be used for construction.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking in to account the landowner and National Grid's requirements. Biosecurity mitigation requirements will be discussed and implemented in consultation with the landowner.	
11-7.25	Suggest that Pylon TB141 is re-located further south	In reviewing whether this pylon can be moved to the south we have considered the wider context. This is that we concluded that low height lattice pylons will be beneficial for a section of the route north of the River Chelmer. This is a revision aimed specifically to reduce impacts on nearby designated heritage assets, including Little and Great Waltham Conservation Areas and a designed garden avenue view from the Grade I Langleys listed building. As part of this refinement, the alignment has been adjusted in combination with some use of lower-profile pylons to reduce visibility and reduce the impact of the infrastructure on the historic landscape and its setting. To the south of the river, we have considered feedback on arrangements including standard lattice pylons (requires 2 pylons) as well as arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford Road and a relatively direct view from a home and for these reasons is less preferred. The Project, subject to confirming certain technical details, will progress using the defined LoD with the use of 2 standard pylons between TB143 and the river. On the basis that this change is achieved, then pylon TB141 would be replaced by a pylon around 70 m to the southwest of the location shared within the 2025 targeted consultation. Moving TB141 in isolation is much more restricted in the movement that can be achieved without transfer of the effects to other residential occupiers. In summary a change to the south and west has been made going someway to meeting the request raised.	X

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-7.26	Criticism that the National Grid has not shown evidence of investigating route west of Writtle, despite saying this has been looked at	National Grid notes the respondent's feedback. We have investigated a number of alternative alignments in the area around Writtle including those further west as suggested. The alignment was carefully considered and, in this location, an oversail of the north-eastern corner of the college grounds was preferred over more western alternatives (for example an alignment directly north from TB164). The alternatives would have increased effects on residential amenity and lead to more woodland loss. We have reviewed this alignment and consider the decision making to remain appropriate and therefore no change is proposed. As is made clear within the Design Development Reports not every change is considered to be of a scale or level of wider interest to justify responding within the 2025 report (document reference 5.15). More localised changes, such as that raised by the respondent are reported on within the relevant geographic section within this Consultation Report. The 2024 Design Development Report, in figure 5.28, considered various wider west alignments and responses to previous consultations can be found in the 2024 Non-Statutory Consultation Feedback Report (Appendix C of this report).	
11-7.27	Suggest pylon TB190 is moved further north and/or west to be a further distance from the respondent's property / Suggest haul road is moved further west (as per respondent's plan)	National Grid notes the respondent's feedback. TB192 (previously TB190) was moved further north along the alignment following the 2024 statutory consultation as requested. The haul road cannot move further west as it needs to align with the public highway crossing point on Ingatestone Road that has been located to be close to the works and in a suitable position in line with relevant highway safety requirements.	X
11-7.28	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the	

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		2025 Design Development Report, published as part of the Development Consent Order (DCO) application.	
11-7.29	Suggestion that the Project is routed away from / the Project should not be located at Broads Green	In response to feedback received during the 2024 statutory consultation, the 2025 targeted consultations and landowner consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to be route / located away from Broads Green i.e away from TB141 to TB150) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary, Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and 2024 Design Development Reports published in subsequent consultations, found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application, and this has identified any need for additional mitigation.	
11-7.30	Suggestion that the Project is routed away from / the Project should not be located at Hylands Estate	In response to feedback received during the 2024 statutory consultation, the 2025 targeted consultations and landowner consultation, National Grid has considered alternative alignments (which includes that suggested by the respondent to go north of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and 2024 Design Development Reports published in subsequent consultations, found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application, and this has identified any need for additional mitigation.	
11-7.31	Suggestion that the Project is routed away from / the Project should not be located at Chignall St James	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Chignall St James In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Chignall St James.	
11-7.32	Suggestion that the Project is routed away from / the Project should not be located at Chignall Smeally	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Chignall Smeally. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Chignall Smeally.	
11-7.33	Suggestion that the Project is routed away from / the Project should not be located at Little Waltham	In response to feedback received during the 2024 statutory consultation, the 2025 targeted consultation and landowner, National Grid has considered alternative alignments (which includes that suggested by the respondent to be routed away from Littlego north of Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the 2023 and 2024 Design Development Reports published in subsequent consultations, found on the Project website, and the 2025 Design Development Report (document reference 5.15) submitted as part of the Development Consent Order (DCO) application, National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly, it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application, and this has identified any need for additional mitigation.	
11-7.34	Suggestion that the Project is routed away from / the Project should not be located at Newney Green	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Newney Green. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Newney Green.	
11-7.35	Suggestion that the Project is routed away from / the Project should not be located at Margaretting	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Margaretting. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Margaretting.	
11-7.36	Suggestion that the Project is routed away from / the Project should not be located at Roxwell	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roxwell. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Roxwell.	
11-7.37	Suggestion that the Project is routed away from / the Project should not be located at Writtle	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Writtle. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Writtle.	
11-7.38	Suggestion that the Project is routed away from / the Project should not be located at Broomfield	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Broomfield. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing	

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		are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Broomfield.	
11-7.39	Suggestion that the Project is routed away from / the Project should not be located at Chelmsford	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Chelmsford. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Chelmsford.	
11-7.40	Suggestion that the Project is routed away from / the Project should not be located at Great Waltham	In response to feedback received during the 2024 statutory consultation, and the 2025 targeted consultation and landowner consultation,, National Grid has considered alternative alignments (which includes that suggested by the respondent to not route the Project near to Great Waltham) to the east and west of Chelmsford, modifications to the alignment consulted upon along with the selection of pylon type as well as the justification for the use of underground cable. In the Corridor and Preliminary Routing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report's published as part of the 2023 non-statutory and statutory consultations, which can be found on the Project website, and the 2025 Design Development Report (document reference 5.15), National Grid set out the challenges associated with routeing either further to the west or to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's	

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		preference for one of these alternatives, no new factors have been identified nor new evidence provided nor identified to remove the basis for previous decision making. Firstly it is noted that our assessments of the Project alignment are that it is not unacceptable in policy terms and there is no specific need therefore to change, nonetheless we have reviewed other route alternatives. The eastern route around Chelmsford remains less preferred and no change to the fundamental constraints to successful routeing have been identified or proposed. We have also previously reviewed a more westerly alignment which would be routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards past Great Waltham towards Chignal Smealey. Whilst noting a reduction in some effects for this more western alternative, it would be a longer route by 2.5 km to 3 km with a degree of transfer of effects. Given that none of the effects arising for the Project alignment are considered to be at a level which is unacceptable in policy terms, National Grid continues to prefer the Project alignment and for the reasons stated the eastern and western alternatives are not progressed. Effects are assessed and presented in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application, and this has identified any need for additional mitigation.	
11-7.41	Suggestion that the Project is routed away from / the Project should not be located at Ingatestone	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ingatestone. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is	

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		provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Ingatestone.	
11-7.42	Suggestion that the Project is routed away from / the Project should not be located at Buttsbury	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Buttsbury. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Buttsbury.	
11-7.43	Suggestion that the Project is routed away from / the Project should not be located at Fryerning	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Fryerning. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Fryerning.	
11-7.44	Suggestion that the Project is routed away from / the Project should not be located at Stock	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Stock. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and	

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		assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Stock.	
11-7.45	Suggestion that the Project is routed away from / the Project should not be located at Minnow End	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Minnow End. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Minnow End.	
Economic/ Employment Impact			
11-7.46	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction	

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		Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.	
Environmental Impact			
11-7.47	Concern that the Project will result in a negative impact on the environment / countryside generally (no details given)	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species.	

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		In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area will be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.	
11-7.48	Concern that the Project will impact conservation area	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment of the Environmental Statement (ES) (document reference 6.11). The assessment considers the potential impact on conservation areas and includes assessment of potential for physical impact and impact through change to setting that affects the value of a heritage asset. The assessment is supported by walkover and setting surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1). The assessment concludes that some conservation areas would experience significant effects. In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.	
11-7.49	Concern about the impact of the Project on flooding	A detailed Flood Risk Assessment (FRA) has been prepared (document reference 7.9) in addition to a flood warning and evacuation plan that	

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		details actions for flooding emergency during Project construction, as an appendix to the Outline Code of Construction Practice (CoCP) (document reference 7.2). The FRA has assessed a range of sources of flooding to the Project and arising from the Project, and a range of measures, including those embedded within the design, and good practice, have been secured to ensure that the Project is resilient to flooding, and does not contribute to an increase in flood risk from any source.	
11-7.50	Criticism that the Essex Mineral Plan has not been taken into account / Concern that proposals will need to be amended to avoid impacts on The Chignall mineral site	National Grid has taken account of the Essex Minerals Plan, but notes that a decision on which sites were being taken forward following consultation had not been made by end July 2025. We have taken forward with and without scenarios for all sites that were the subject of consultation. No Chignall minerals site was identified in the consultation that directly interfaces with the Project.	
11-7.51	Concern about impacts on rights to minerals near pylons TB154 to TB161 and the proposed underground cables near Holton St Mary / Concern that previously raised concerns about legal reviews and fees have not been addressed	In the development of the Project route, National Grid has sought to avoid sites either with consent for minerals extraction, that are allocated within the minerals plan or are the subject of consultation. In some cases, avoidance is not possible due to other constraints to routeing however strategies to seek to reduce the effects would be progressed. In neither the area of TB154 to TB161 nor near Holton St Mary, do the sites have a planning status that would lead to the considerations set out. The presence of rights to minerals per-se (and such rights will be extensive) do not imply any certainty of value recovery nor certainty that planning approval would ever be secured. On this basis no change is proposed.	
Financial Compensation			
11-7.52	Concern that the Project will devalue property / impact on property value in this section	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an	

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		individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	
11-7.53	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to	

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		working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026, and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
11-7.54	Request that National Grid purchases respondent's property / business	National Grid is not required to purchase properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.	
Health, Safety & Wellbeing			
11-7.55	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions	

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		and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.	
11-7.56	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies	

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		is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and looks to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid has followed the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.	
11-7.57	Concern that poor maintenance of vegetation around pylons will lead to further wildfires in the area / Suggest the PEIR is updated to account for where the pylon route is adjacent to vegetation in areas of known fire risk and any additional mitigation costs are quantified and referenced against consequent local environmental impact on wildlife	National Grid notes the respondent's feedback. National Grid would manage vegetation under the alignment and pylon bases to ensure electrical clearance in line with well establishment maintenance procedures deployed across the network; one benefit of this maintenance process is it minimises and reduces fire risk from potential infringement.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Heritage			
11-7.58	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).	
11-7.59	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11:	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in ES Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and ES Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in ES Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.	
11-7.60	Concern about the impact of the Project on Protected Lanes	National Grid has sought to reduce, as far as practicable, impacts on protected lanes through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. Further details on the impact of the Project on protected lanes can be found in Environmental Statement (ES) Chapter 11: Historic Environment (document reference 6.11) and ES Chapter 13: Landscape and Visual (Document Reference 6.13).	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		A Landscape and Visual Impact Assessment (LVIA) in ES Chapter 13: Landscape and Visual (Document Reference 6.13) sets out the potential landscape and visual effects, including consideration of visual amenity of people travelling along protected lanes and also impacts on landscape character which may for example be influenced by vegetation loss along protected lanes during construction.	
Mitigation			
11-7.61	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation and maintenance of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	
Primary Access Routes/ Haul Road/ Construction Compounds			
11-7.62	Concern that the location of the construction compound and construction laydown area intersects with an existing access haul road to import clay and	National Grid notes the respondents concerns regarding the location of the construction compound and construction laydown area which intersects with Sheepcotes Farm's activities. The proposed access for the	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
	export minerals at Sheepcotes Farm effecting the efficiency and safety of operations / Request a comprehensive safety assessment of the construction compound and 'construction lay down' area and confirmation of safety protocols that will be put in place to ensure safe interaction between haulage vehicles and construction of the Project	Project construction compound area will be shared with the new access from the A131 which serves the SRC Group site. The Contractor will work with the Quarry and with Sheepcotes Farm to ensure none of the existing operations are impacted and safe working practices are agreed.	
Public Rights of Way (PRoW)			
11-7.63	Concern about negative impact on Public Rights of Way (PRoW) / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way (PRoW) Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.	
Requests			
11-7.64	Request for further impact surveys in this section	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.	
Tourism			
11-7.65	Concern about impact of the Project on tourism	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on tourism economy (during construction) and tourism assets (during construction and operation), including visitor accommodations. As part of this assessment, a range of measures have	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		been considered throughout the construction phase of the Project to minimise disruption on tourism. These include traffic management, signage and routeing measures. These are identified within the ES Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	
Visual Impact			
11-7.66	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect customers, and the proposed	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.	
Wildlife/ Ecology Impact			
11-7.67	Concern about impact of the Project on flightpaths for birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment (HRA) (document	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed.	
11-7.68	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4). accompanying the Development Consent Order (DCO) application.	
11-7.69	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	
11-7.70	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	
11-7.71	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.	
11-7.72	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		and techniques have been secured in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.	
11-7.73	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (Document Reference 6.8) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all offsite options that are available to us.	
11-7.74	Suggest ecological enhancements as part of the Project	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new DCO developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental and societal benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.	

Basildon and Brentwood feedback

Basildon and Brentford specific feedback (Further Landowner Consultation)

Table 11-8 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Agricultural land			
11-8.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	
11-8.2	Concern that the Project will have a negative impact on agricultural livestock (e.g. type of livestock)	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project progresses. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.*"	
Airfields			
11-8.3	Concern about the impact of the Project on Chase Farm Airstrip / Suggestion that the Project is routed away from Chase Farm Airstrip	National Grid has appointed an independent aviation consultancy which has engaged with the operators of this Airstrip (with National Grid also present). Following discussion and further assessment of alternatives it is not possible to route the alignment away from the airstrip at a distance that allows the continued safe use of the airstrip at its current position. We are engaging and will continue to engage with the owner of the airstrip to find an appropriate solution. Further information on the assessment of airfields can be found in the Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2).	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Community / Social impact			
11-8.4	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received Development Consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the project are assessed in Chapter 15:Socio-economics, Recreation and Tourism of the Environmental Statement (ES) (document reference 6.15). Post construction job opportunities are limited given the nature of the development however we will still work with Local Authorities (including facilitating local partners) to understand what is important to them around skills and employment to	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures will be delivered as part of our community benefit package, which will look at both local and regional initiatives. This will be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
11-8.5	Concern about impact of the Project on school / educational facilities	Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations of education establishments. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) presents an assessment on the potential impacts on education facilities as a result of the Project. As part of the assessment, a range of measures are considered throughout the construction phase of the Project to reduce, where practicable, disruption on education establishments. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. These are identified within the Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Dust Management Plan (document reference 7.2, Appendix D) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	
11-8.6	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		(document reference 6.15) presents an assessment of the potential impacts on sports clubs, recreational land and recreational routes located within the Order Limits. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include: traffic management, signage and routeing measures. These are identified within Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	
11-8.7	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation and targeted consultations, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		decision making process. We will continue to review planning applications and engage with developers as necessary.	
11-8.8	Concern about the Project causing communities to become encircled / surrounded by overhead lines	The alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Statement (ES) identifies any measures considered to be necessary to reduce likely significant effects which would also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.	
11-8.9	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences."* Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice '*Power Lines: Control of Microshocks and other indirect effects of*	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.	
11-8.10	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. Environmental Statement (ES) Chapter 10: Health and Wellbeing (document reference 6.10) consider the potential impacts on, and access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures would be in place to reduce impacts. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures are presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.	
11-8.11	Criticism of surveys undertaken for the Project in this Section	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		(and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.	
Construction impacts			
11-8.12	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	
11-8.13	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in Environmental Statement (ES) Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads	

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		would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. Environmental Statement (ES) Chapter 7: Air Quality (document reference 6.7) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in Environmental Statement (ES) Chapter 7: Air Quality (document reference 6.7), and the Outline CoCP (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP) for high risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2). The Outline CoCP sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.	
11-8.14	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	

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		The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the local highway authorities and National Highways. An AIL routing strategy containing details about these movements are submitted in support of the Development Consent Order (DCO) application.	
Consultation			
11-8.15	Comment supportive of the Project in this section	National Grid notes the respondent's feedback.	
11-8.16	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	
11-8.17	Criticism of consultation events in this Section	National Grid notes the respondent's feedback.	
Design Change (CR)			
11-8.18	Suggest that the Project is routed away from populated / residential areas	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible.	

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		We have undertaken a noise and vibration assessment which can be found in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) that forms part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line would be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note has been submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. In addition, we have undertaken a Landscape and Visual Impact Assessment (LVIA) for the Project. This includes an assessment on both	

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		landscape character and visual amenity. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project is designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) includes assessments against these polices, including both construction and operational noise and EMF.	
11-8.19	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong*	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior	

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		to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.	
11-8.20	Suggest that underground cables are used in populated / residential areas	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Area of Outstanding Natural Beauty (AONB))'.* Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at all populated or residential areas in this section would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.	
11-8.21	Criticism that the Project impacts site H11 / Lynton, Lower Dunton Road, which is land designated for residential development in the Basildon Council draft Local Plan (e.g. the Project fails to observe best practice of mitigating the impact of infrastructure by routing all networks as close as possible and parallel to site boundaries) / Suggest the Project is re-routed to the southern end of the site, running alongside the railway embankment, as the least developable and lowest value part of the designated site, yet offers the most direct route for any underground infrastructure	This feedback proposes amendments to the alignment of a 132 kV underground cable that is being diverted to enable electrical clearance to be achieved for the alignment. The proposed route has been developed in conjunction with UK Power Networks and has sought to follow land boundaries and respond to available detail from planning applications to propose an alignment that reduces effects on housing developments. The alignment of these works within the Development Consent Order (DCO) application (assuming the Project is granted the DCO) provides certainty to delivery. However there remains further opportunities to modify these arrangements which would be covered by Permitted Development rights subject to appropriate land rights being secured. Given the beneficial nature of change for respective landowners it is reasonable to assume that further modification will reduce effects further.	

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11-8.22	Suggest pylon alignment is moved further west to avoid Wid Valley (as per respondents plan) and suggest proposed haul road is routed through the field to the west of the track and cross below the gas substation, to avoid widening the residential land and reduce traffic past homes / Suggest that existing track is not widened or trees or vegetation removed to mitigate challenges faced by the community (such as fly-tipping and trespassing) (as per respondents plan)	National Grid has considered a wide range of alternative overhead line alignment options to the west, including that preferred by the respondent. Relatively localized changes, whilst beneficial for the respondent, lead to greater effects on the Grade I St Giles' Church that are not acceptable in terms of heritage policy and less consistent with Holford Rule 2 and also (depending on detailed route design) on irreplaceable Ancient Woodland habitat. Other alternatives (closer to Ingatestone) are less direct, affect a different grade I listed building (Ingatestone Hall) and transfer effects. On this basis no change is proposed. Whilst our proposals allow for a temporary haul road within the field, this may create greater effects and a more open access than may be desirable to avoid the concerns raised. At detailed design, National Grid and its contractors will confirm the exact location, installation and reinstatement methods of the haul road informed by decisions on detailed construction method and access requirement.	
11-8.23	Suggest pylon TB123 is moved further north and/or west to be a further distance from respondent's property (as per respondent's plan) / Suggest permanent access rights to the pylon through the industrial yard is removed due to health and safety concerns and access the pylon through neighbouring fields instead	National Grid notes the respondent's feedback with regards to the permanent access route and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as these will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements. With regards to TB234, to move this pylon further north would require an increase to the span lengths and thus require taller pylons. Moving the pylon to the west is restricted by the existing UK Power Networks overhead	

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		line and would add an additional angle pylon which would be less consistent with the Holford Rules (see Appendix I22 of this report) and would therefore be less preferred. We have therefore not made a change to the location of this pylon.	
11-8.24	Suggest that the Project is re-routed at Dunton to follow Church Road and continue along the western boundary of the neighbouring property as per suggestion previously made by respondent and as shown on the plan provided by respondent (e.g. following an existing road, avoiding passing within 20m of a private residence, mitigating security and biosecurity concerns, making it easier to obtain access in the future, and saving National Grid money)	National Grid notes the respondent's feedback with regards to the permanent access route and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as this will not be used for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking in to account the landowner and National Grid's requirements. Biosecurity mitigation requirements will be discussed and implemented in consultation with the landowner.	
11-8.25	Suggest that the Project (including Pylon TB228) is re-routed near Church Road, Dunton (as per plan provided by respondent) to significantly reduce the impact on fishery and farming enterprise, and use an area of ground where there is an existing 132kv pylon (the respondent is aware of the restriction of the gas pipe in this area, however the proposed amendment to the design avoids this)	National Grid notes the respondent's feedback and has considered the route requested. The alternative route would impact a greater area of proposed development at Dunton Hills Garden Village. We have undertaken an Environmental Impact Assessment which includes an assessment of access to recreation business presented in Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and a significant adverse effect has been identified. National Grid will continue to engage with the landowner.	
11-8.26	Suggest that the Project is re-routed further west near Buttsbury (as per plan provided by respondent) so that	National Grid notes the respondent's feedback and has considered the route requested. The alternative route would impact a greater area of	

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	the Project would run in a straight line over fields rather than near residential property, or if this is not possible then suggest that the Project is re-routed as per respondents second plan (both plans provided by respondent)	proposed development at Dunton Hills Garden Village. We have undertaken an Environmental Impact Assessment which includes an assessment of access to recreation business presented in Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) and a significant adverse effect has been identified. National Grid will continue to engage with the landowner.	
11-8.27	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent targeted consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report (document reference 5.15), published as part of the Development Consent Order (DCO) application.	
11-8.28	Suggestion that the Project is routed away from / the Project should not be located at Ingatestone Hall and Hylands House	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ingatestone Hall and Hylands House In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the alignment. Guidelines on overhead line routeing are known as the "Holford Rules" which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Appendix I22 of this report. We are therefore not proposing a change to the alignment at Ingatestone Hall and Hylands House.	
11-8.29	Suggestion that the Project is routed away from / the Project should not be located at Buckwyns Chase	National Grid notes the respondent's feedback. We have routed and sited the alignment in accordance with the Holford Rules (see Appendix I22 of this report) as well as balancing multiple environmental factors such as heritage as well as technological feasibility. The route near Buckwyns	

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		Chase has been influenced by the presence of Grade I Listed Ingatestone Hall and St Giles Church to the west meaning that the alignment needed to be routed further east. In the absence of any further evidence or alternative suggested, no change has been made to the alignment at this location.	
Economic / Employment impact			
11-8.30	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the Local Study Area (the Order Limits) and within the 3 km Study Area (where visual impact is likely to be an economic consideration) are assessed in Environmental Statement (ES) Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.	
Environmental impact			
11-8.31	Concern about the impact of the Project on flooding	A detailed Flood Risk Assessment (FRA) has been prepared (document reference 7.9) in addition to a flood warning and evacuation plan that details actions for flooding emergency during Project construction, as Appendix G to the Outline Code of Construction Practice (CoCP) (document reference 7.2). The FRA has assessed a range of sources of flooding to the Project and arising from the Project, and a range of	

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		measures, including those embedded within the design, and good practice, have been secured to ensure that the Project is resilient to flooding, and does not contribute to an increase in flood risk from any source.	
Financial compensation			
11-8.32	Concern that the Project will devalue property / impact on property value in this section	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. We would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property, National Grid would advise seeking third party advice. or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.	
11-8.33	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code.	

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		If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the DCO, as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
11-8.34	Request that National Grid purchase respondent's property / business	National Grid is not required to purchase any properties or businesses as part of the Project.	

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		National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.	
Health, Safety & Wellbeing			
11-8.35	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: • Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) • Email us: contact@n-t.nationalgrid.com • Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.	
11-8.36	Concern about health risks associated with the Project / physical health risks associated with the Project	Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with Electric and Magnetic Field (EMF) guidelines and policies is key to National Grid's approach. The UK has a carefully thought-out set of policies for managing EMFs. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When designing our overhead lines, substations and underground cables design criteria, we ensure they would not exceed those exposure limits, even when operating at 100% capacity. Additionally, the precautionary measures which the Government have adopted, are applied to the design which ensure the EMFs reduce as quickly with distance as possible. Evidence of that compliance is presented in the Electric and Magnetic Field Compliance Report (document reference 7.8) submitted as part of the Development Consent Order (DCO) application. National Grid takes this issue very seriously and look to authoritative and independent scientific organisations such as the World Health Organisation (WHO) and in the UK Health Security Agency (UKHSA) to review the worldwide body of scientific evidence on health. Important decisions on health are taken independently of industry, and National Grid has followed	

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		the guidance and policies adopted by Government on advice from their scientific experts. Each of these organisations have comprehensive reviews of EMF research available to view on their websites.	
Heritage			
11-8.37	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.	

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Mitigation			
11-8.38	Suggest mitigation measures	An Environmental Statement (ES) (document reference Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction, operation and maintenance of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	
Primary Access Routes / Haul Road / Construction Compounds			
11-8.39	Suggest future access through the field containing a pylon from Mountnessing Road and suggest access for the respondent via the National Grid gas substation entrance and concrete road (as per respondent's plan)	National Grid notes the respondent's feedback with regards to the permanent access route and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as these will not be used for construction. Access may be required in the future, for maintenance and surveys and	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements.	
11-8.40	Suggest the haul road near Lower Dunton Road be moved further west to mitigate noise, dust and visual impact from the respondent's property (as per respondent's plan)	National Grid notes the respondent's feedback. We are unable to move the haul road further west (near TB234) as there is an existing 132 kV overhead line and gas pipeline to the west. Construction mitigation, including for noise and dust is detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2).	
Requests			
11-8.41	Request for further impact surveys in this section	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning	

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		Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.	
Visual impact			
11-8.42	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead.	

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		Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect customers and the proposed Tilbury North Substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.	
Wildlife / Ecology impact			
11-8.43	Concern about impact of the Project on birds	Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) considers potential impacts during the construction and operational phase of the Project on birds. Bird surveys	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		have been undertaken across the route between 2022-2024 to determine an accurate baseline value, the scope of which has been agreed with Natural England and Local Planning Authorities. The potential for bird collision risk impact during the operational phase has been assessed within the ES and Habitat Regulations Assessment Report (HRA) (document reference 5.3) and agreed with Natural England. Any adverse impacts identified have been minimised as far as possible, where practicable, and mitigation in the form of bird diverters proposed. It is noted that birds are a mobile species, and it is likely that active nests for common and widespread species may be encountered during the construction phase. Precautionary working methods for breeding birds are included within the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Landscape Ecological Management Plan (LEMP) (document reference 7.4). accompanying the Development Consent Order (DCO) application.	
11-8.44	Concern that the Project will result in a negative impact on species (protected status not specified)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	
11-8.45	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.*" Beehives can become charged if directly under an overhead line because of the electric field it produces. For existing overhead lines, this can be eliminated by screening or earthing the hive, but for new overhead lines, embedded design measures and careful routeing will avoid any potential effects. There does not seem to be evidence of EMFs adversely affecting bees directly. In the United States of America, the strip of land along power lines has been shown to be particularly attractive to bees, with these areas being utilised by commercial bee farms. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived.	
11-8.46	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity of the Environmental Statement (ES) (document reference 6.8) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid have committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This will require delivery of offsite Biodiversity Units via habitat creation or enhancement	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		actions in strategic areas, and we will consider all offsite options that are available to us.	
11-8.47	Concern that the Project will result in a negative impact on rivers / other bodies of water	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including river ecology. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity such as river corridor habitats, through avoidance or mitigation. The same approach has been taken to account for rivers and their floodplains, seeking to avoid or reduce the footprint of the Project within floodplains. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken, including along river corridors. The data has informed the assessment of effects on biodiversity, hydromorphology, water quality and flood risk presented in the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and ES Chapter 12: Hydrology, Land Drainage and Flood Risk (document reference 6.12) and the Water Framework Directive Assessment (document reference 7.10). Further, the Project has engaged with Natural England, the Environment Agency and Local Planning Authorities on aspects relating to river ecology, water quality and flood risk, and appropriate mitigation measures and techniques have been secured, as detailed in the Outline Code of Construction Practice (CoCP) (document reference 7.2). The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10% BNG with environmental and societal benefits on all construction projects including for river ecology. The BNG	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise our impacts on nature, the Project includes enhancement of watercourse habitats as part of BNG mitigation.	
11-8.48	Concern that the Project will impact trees covered by Tree Preservation Orders / Tree Protection Orders	During pre-application National Grid asked relevant planning authorities to share information on Tree Preservation Orders (TPOs). Impacts to trees covered by a TPO from the Project are presented in Appendix 13.6: Arboricultural Impact Assessment (AIA) (Document Reference 6.13.A6).	

Thurrock feedback

Thurrock specific feedback (Further Landowner Consultation)

Table 11-9 Summary of consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Agricultural Land			
11-9.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations	During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.	
Community / Social Impact			
11-9.2	Concern about impact of the Project on children / families / residents / communities	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. If the Project received development consent, the Project team would continue to engage with people potentially affected during construction, through regular communication including letters, phone calls and meetings, where necessary. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email, which will remain open throughout examination. National Grid is committed to working with local suppliers, facilitated by supporting forums (such as the local Chambers), on electricity industry skills and workforce planning. National Grid is also committed to providing a coordinated regional approach to jobs and skills opportunities. This commitment is broader than the individual Project and separate to any commitments under the proposed development consent order for this Project. The socio-economic effects of the Project are assessed in Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15) of the Environmental Statement. Post construction job opportunities are limited given the nature of the development however we would still work with local authorities (including facilitating local partners) to understand what is important to them around skills and employment to ensure we leave a lasting positive legacy in the communities where we operate. With regards to a delivery mechanism, the above measures would be delivered as part of our community benefit package, which would look at both local and regional initiatives. This would be delivered outside the development consent process and is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
11-9.3	Concern about impact of the Project on leisure	Through routeing and siting National Grid has sought to avoid, as far as practicable, locations important for leisure and tourism. The Environmental Statement (ES), Chapter 15: Socio-economics, Recreation and Tourism (document reference 6.15), presents an assessment of the potential impacts on sports clubs, recreational land and recreational routes located within the Order Limits. As part of this assessment, a range of measures have been considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These are identified within ES Chapter 15: Socio-economics, Recreation and Tourism, the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3).	
11-9.4	Concern about the Project being in too close proximity to recently built housing developments / using land being considered for future development (including residential, commercial, infrastructural, and employment sites)	National Grid has obtained information on existing, under construction, consented but not built schemes as well as development proposals within the planning system. The Project design has responded to those that are confirmed through consideration of routeing. In the case of development proposals, some can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level, or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2022 and 2023 non-statutory consultations, statutory consultation and targeted consultations, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		housing developments from being successfully progressed. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers as necessary.	
11-9.5	Concerned that the Project will have a negative impact on domestic horses / equestrian activities	As well as possible effects on humans, the possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.*" Although horses are not directly mentioned, there is no evidence to suggest they are any different to other farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project would be designed in accordance with the principles of the Governments Code of Practice 'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields' to ensure these are mitigated, which include equestrian activities.	
11-9.6	Concern about the impact of the Project on emergency services / ambulances / hospitals / health service	Through routeing and siting National Grid has sought to avoid and reduce as far as practicable effects on identified healthcare facilities. The Environmental Statement (ES), Chapter 10: Health and Wellbeing (document reference 6.10), considers the potential impacts on, and	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		access to, healthcare facilities, including emergency services, ambulances, hospitals and other NHS services associated with the construction of the Project, drawing on information from Environmental Statement (ES) Chapter 16: Traffic and Transport (document reference 6.16). No health facilities are due to be directly impacted by the Project and where road diversions are required traffic management and mitigation measures would be in place to reduce impacts. These include traffic management, signage and routing measures to ensure access or partial access can be maintained where feasible. Further detail on proposed mitigation measures are presented in the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), which has been produced following engagement with stakeholders including the emergency services.	
Construction Impacts			
11-9.7	Concern about disruption from construction	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Environmental mitigation measures have been defined within each environmental topic chapter and set out in relevant management documents submitted with the Development Consent Order (DCO) application, including the Outline Code of Construction Practice (CoCP) (document reference 7.2), the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3), the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5).	
11-9.8	Concern about noise and other issues resulting from construction (e.g. mud on roads, dust)	An Environmental Statement (ES) (document reference: Volume 6: Environmental Statement) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Specifically, a Construction Noise and Vibration Impact Assessment has been undertaken and is reported in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14). During construction, mitigation would be implemented to reduce noise and vibration impacts from construction activities and increased road traffic noise and vibration due to additional movement from construction traffic. Mitigation measures are outlined in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14) and the Outline Code of Construction Practice (CoCP) (document reference 7.2). This includes the assumption that construction working would be undertaken within the agreed working hours, construction traffic would be managed through the Construction Traffic Management Plan (CTMP) (document reference 7.3), haul roads would be well maintained, and Best Practicable Means (BPM) would be employed to reduce construction noise and vibration. Chapter 7: Air Quality (document reference 6.7) of the Environmental Statement (ES) presents an assessment of the potential impacts from the construction of the Project on air quality. During construction, mitigation would be implemented to reduce the impact of dust generation and construction vehicle emissions. Mitigation measures are outlined in the	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		ES, Chapter 7: Air Quality, and the Outline Code of Construction Practice (CoCP) (document reference 7.2). The dust-emitting activities can be greatly reduced or eliminated by applying the site-specific mitigation measures (see Outline CoCP) for high-risk sites following measures recommendations in the Institute of Air Quality Management (IAQM) guidance (IAQM, 2024). The IAQM guidance states that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. In addition, National Grid has prepared an Outline CoCP which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment.	
11-9.9	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery	A strategy has been developed to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable Local Road Network connections from the Strategic Road Network called Primary Access Routes. In addition, temporary haul roads for construction vehicles are proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy can be found within the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3). The Project also requires the transportation of Abnormal Indivisible Loads (AIL). National Grid is developing specific routing proposals for AIL movements and is developing these through engagement with the relevant stakeholders including the local highway authorities and National Highways. Appendix A: AIL Access Strategy found in the Outline CTMP (document reference 7.3) contains details about these movements and is submitted in support of the Development Consent Order (DCO) application.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-9.10	Concern about vibrations from construction	An assessment of construction vibration is presented in the Environmental Statement (ES), Chapter 14: Noise and Vibration (document reference 6.14). The assessment considers both the potential impact upon people within buildings (i.e. disturbance), and potential damage to buildings and structures. The assessment considers relatively worst-case construction methodologies and does not take account of potential mitigation. This is so that potential 'hot-spots' can be identified where there is the potential for significant adverse effects, without mitigation. The construction vibration assessment has identified 74 locations where there is potential disturbance to people within buildings from construction vibration. Of these, 72 relate to potential vibratory compaction activities which would be expected to be for a relatively short duration (i.e. less than day). The remaining two relate to potential piling activities for pylon foundation construction. With regards to potential damage to buildings and structures, the assessment highlights locations where there is a potential non-zero risk of damage. 14 locations have been identified, all of which relate to potential vibratory compaction activities. In all cases, significant adverse effects, or potential structural damage, can be avoided with the use of Best Practicable Means (BPM). This may include alternative methods, such as non-percussive/vibratory techniques. Additionally, prior to undertaking works, the Main Works Contractor(s) would conduct a detailed construction vibration assessment based on their specific methodologies and determine specific mitigation measures, where applicable.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Consultation			
11-9.11	Criticism of consultation specific to this section	National Grid notes the respondent's feedback.	
Design Change			
11-9.12	Suggest that underground cables are used for the entirety of this section	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is '*that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)*'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider this section in its entirety would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of NPS EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation. Therefore, whilst undergrounding the whole of this section is not considered appropriate, our proposals do include underground cable within the Dedham Vale National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the National Landscape boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing.	
11-9.13	Concern that the construction laydown area off Lower Dunton Road does not have direct access from the main road, meaning that construction vehicles would need to access the site via respondent's property (e.g. shown on plan provided by respondent) / Request for National Grid to find an alternative access route	National Grid notes the respondent's concerns regarding access through their land. The proposed access would be for the modification of the UK Power Network overhead lines as well as a permanent access to the proposed pylon TB234. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this access route as part of the Project. Access may be required in the future, for maintenance and surveys and therefore National Grid would	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements. The proposed construction compound would be accessed via the construction haul road which connects to the A128 Brentwood Road, just south of the junction with the B188 Conway's Road. No access to the compound would be from Lower Dunton Road.	
11-9.14	Suggestion that the Project is routed away from / the Project should not be located at a specific location	Further assessment and technical appraisal has been undertaken following feedback received from the statutory consultation and subsequent consultations which has resulted in several changes. Further details on these changes can be found in this report and in the 2025 Design Development Report (document reference 5.15), published as part of the Development Consent Order (DCO) application.	
Economic / Employment impact			
11-9.15	Concern about negative impact on businesses in the area	Through the routeing and siting exercise, National Grid has sought to reduce as far as practicable impacts to businesses. Impacts on local businesses within the local study area (the Order Limits) and within the 3 km study area (where visual impact is likely to be an economic consideration) are assessed in the Environmental Statement (ES), Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15). As part of this assessment, a range of mitigation measures have been considered to reduce disruption to businesses and their users during the construction phase of the Project. These measures are identified in the ES, Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15), the Outline Code of Construction Practice (CoCP) (document reference 7.2) and the Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) which accompany the Development Consent Order (DCO) application.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Environmental Impact			
11-9.16	Concern that the Project will impact Sites of Special Scientific Interest (SSSIs)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value such as Sites of Special Scientific Interest (SSSI). The Project avoids all direct impacts on SSSIs, with no long-term negative impacts anticipated on any SSSIs as a result of the Project. Potential direct and indirect impacts on each SSSI within the study area have been considered within the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8) and any necessary mitigation detailed to ensure no significant residual effects. National Grid will continue to engage with Natural England.	
11-9.17	Concern that the Project will impact nature reserve / RSPB reserve / Special Protection Area (SPA)	Through routeing, siting and design development, National Grid has sought to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Local Wildlife Sites (LWS), Royal Society for the Protection of Birds (RSPB) reserves and Special Protection Area (SPA's). Whist there are no impacts on RSPB reserves, potential direct and indirect impacts on LWS's and SPA's within the study area have been considered within the Environmental Statement (ES), Chapter 8: Ecology and Biodiversity (document reference 6.8). SPA's and the associated impact on birds has also been considered within the Habitats Regulations Assessment (HRA) Report (document reference 5.3).	
11-9.18	Concern that the Project will result in a negative impact on the environment / countryside generally	National Grid has sought to reduce, as far as practicable, impacts on the environment / countryside through routeing and siting and an ongoing iterative design process which has taken on board feedback at different stages of the Project. The iterative design process sought to avoid areas of highest concern, for examples through changes to the route alignment or changes to the method e.g. trenchless crossings. National Grid has	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		engaged with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant local planning authorities) throughout the development of the Project design and environmental assessment work. National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The results of this assessment are provided in the Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the Development Consent Order (DCO) application. The ES identifies and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential effects. A number of mitigation measures have been incorporated into the Project design. Mitigation relevant to specific environmental topics (including Ecology and Biodiversity, Landscape and Visual and Historic Environment) are presented in the relevant ES chapters. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce risks to habitats and species. In addition to the EIA, National Grid has set itself a target of delivering 10% biodiversity net gain (BNG) with environmental and societal benefits on all construction projects, meaning that as a result of measures taken, the biodiversity rating of the area would be enhanced by 10% greater than prior to the construction of the Project. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment.	
11-9.19	Concern about the impact of the Project on flooding	A detailed Flood Risk Assessment (FRA) (document reference 7.9) has been prepared in addition to a flood warning and evacuation plan that	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		details actions for flooding emergency during Project construction, as Appendix G: Outline Flood Warning and Evacuation Plan to the Outline Code of Construction Practice (CoCP) (document reference 7.2). The FRA has assessed a range of sources of flooding to the Project and arising from the Project, and a range of measures, including those embedded within the design, and good practice, have been secured to ensure that the Project is resilient to flooding, and does not contribute to an increase in flood risk from any source.	
Financial compensation			
11-9.20	Request for adequate financial compensation / Suggest that impacted individuals need to be compensated	All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. If there are any specific concerns requiring compensation and how it would be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD The Government has published its guidance on Community Funds for Transmission Infrastructure (DESNZ, 2025). National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Government has also announced its plans to introduce a bill discount scheme for households within 500 m of new infrastructure, which it	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		proposes to introduce through the Planning and Infrastructure Bill. This is evolving government policy. Government expects this scheme to be in place by 2026 and we would share further details as they emerge. National Grid is committed to providing a coordinated local and regional approach to community benefits. This would be delivered outside the development consent process, since this is not a material consideration in the decision on the proposed Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025).	
11-9.21	Request that National Grid purchase respondent's property / business	National Grid is not required to purchase properties or businesses as part of the Project. National Grid compensates landowners in line with the Compensation Code and any other relevant legislation.	
Health, Safety and Wellbeing			
11-9.22	Concern that the Project may result in a negative impact on mental health / wellbeing	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the progress of the Project: Call our Community Helpline: 0800 915 2497 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@n-t.nationalgrid.com Write to us: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.	
Heritage			
11-9.23	Concern about archaeological impacts	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5: Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development which are detailed in ES Chapter 11: Historic Environment (document reference 6.11).	
11-9.24	Concern about negative impact on heritage / Suggest that the Project should be routed away from heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to reduce as far as practicable potential impacts on the historic environment. The impacts of the Project on the historic environment are assessed in Chapter 11: Historic Environment (document reference 6.11) of the Environmental Statement (ES). The assessment considers the potential impact on archaeology, historic buildings and historic landscapes and includes assessment of potential for physical impact, impact through change to setting that affects the value of a heritage asset and impact through indirect factors such as change in hydromorphology. The assessment is supported by walkover, setting and geophysical surveys, as documented in Appendix 11.1: Historic Environment Baseline Report (document reference 6.11.A1) and Appendix 11.4: Geophysical Survey Results Report (document reference 6.11.A4). Archaeological trial trench evaluation has also been undertaken and is reported in Appendix 11.5:	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Trial Trenching Results Report (document reference 6.11.A5). In addition to the proposals in the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4), the Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (document reference 7.5) sets out appropriate mitigation for the historic environment. The Project has engaged with Historic England and relevant planning authorities on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account during Project development.	
Public Rights of Way (PRoW)			
11-9.25	Concern about negative impact on Public Rights of Way (PRoW) / footpaths / cycle paths / bridleways	Through routeing and siting, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project progresses. An Outline Public Rights of Way Management Plan (document reference 7.6) is submitted with the Development Consent Order (DCO) application.	
Requests			
11-9.26	Request for further impact surveys in this section	National Grid has undertaken an Environmental Impact Assessment (EIA) for the Project. The assessment is informed by a suite of field surveys and desk studies and results are presented in an Environmental Statement (ES) (document reference Volume 6: Environmental Statement) that accompanies the application for development consent. The ES identifies	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		and assesses the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and recommends appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report (document reference 6.19) which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion (document reference 6.20) received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on study areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies and Local Planning Authorities) following the Scoping Opinion (document reference 6.20) to ensure a robust baseline assessment. National Grid has prepared an Outline Code of Construction Practice (CoCP) (document reference 7.2) which sets out the required mitigation measures and environmental commitments that would be implemented during the construction phase of the Project to avoid or reduce potential effects of the Project on the environment, including commitments to undertake further surveys.	
Visual Impact			
11-9.27	Concern that the Project will be unsightly / visually intrusive (including overhead lines, CSE compounds and substations) / Concern that the Project will cause a negative impact on views	National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		The Dedham Vale National Landscape (previously an Area of Outstanding Natural Beauty (AONB)) designation is one such location where underground cable technology is proposed with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the National Landscape. Our proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale National Landscape, including a section at Great Horkesley to reduce the changes in views and setting of the National Landscape from within and adjacent to its designated boundary. Underground cabling is also proposed for a short section of 400 kV overhead line crossing near Fairstead. Cable Sealing End (CSE) compounds are required to facilitate sections of underground cable, and the proposed East Anglia Connection Node (EACN) substation is required to connect customers and the proposed Tilbury North substation is required to connect the Project into the existing Tilbury Substation. These components have been carefully sited taking into consideration Horlock Rules including the potential for landscape and visual effects. The higher cost of underground cables to bill paying consumers, and the environmental implications of installing underground cables and maintaining them at locations outside the Dedham Vale National Landscape, are not considered to be justifiable in the context of national policy or National Grid's statutory duties, which include the need to be economical and efficient. A Landscape and Visual Impact Assessment (LVIA), presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13), has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		identifies areas for potential mitigation planting around substations and CSE compounds to reduce visual impacts to local receptors. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) includes details regarding the planting proposals.	
Wildlife / Ecology Impact			
11-9.28	Concern that the Project will result in a negative impact on protected species	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including protected species. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species was completed over the 2023 – 2024 period. Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES) assesses the effects on protected species based on this baseline information and where/if required appropriate mitigation measures are detailed. Suitable mitigation for protected species has been developed in consultation with Natural England to ensure legal compliance and best practice guidelines are adhered to. Where necessary, draft licence applications have been drafted and National Grid is in the process of agreeing the detail within the licence documents with Natural England, in order to obtain the relevant Letters of No Impediment (LoNI). Mitigation for non-licensable protected species has been included within the Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4).	
11-9.29	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows	Through routeing, siting and detailed design, National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The design	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		process has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES) assesses the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and not expected until May 2026). National Grid has committed to delivering 10% BNG with environmental and societal benefits on all construction projects. The BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-9.30	Concern that the Project will result in a negative impact on wildlife / biodiversity / ecology (generally)	Through routeing, siting and detailed design National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity. The design process has taken account of existing biodiversity, the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. Chapter 8: Ecology and Biodiversity (document reference 6.8) of the Environmental Statement (ES) assesses the effects on important ecological receptors. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been to be undertaken over the 2022-2024 period. The findings of which inform the design and approach to mitigation. The Outline Landscape and Ecological Management Plan (LEMP) (document reference 7.4) and the Outline Code of Construction Practice (CoCP) (document reference 7.2) contain a list of relevant good practice measures to avoid or reduce impacts on valuable habitats and species. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force and expected May 2026). National Grid has committed to deliver 10% BNG with environmental and societal benefits on all construction projects. The 10% BNG target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project considers the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits. This would require delivery of offsite Biodiversity Units via habitat creation	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		or enhancement actions in strategic areas, and we would consider all offsite options that are available to us.	

Targeted change feedback (Further Landowner Consultation)

Table 11-10 Summary of feedback received during the landowner consultation relating to targeted consultations and National Grid's response

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Norfolk 1			
11-10.1	Support the proposed change - Norfolk 1 (generally)	National Grid notes the respondent's feedback.	
Norfolk 2			
11-10.2	Oppose the proposed change - Norfolk 2 (generally)	National Grid notes the respondent's feedback.	
11-10.3	Support the proposed change - Norfolk 2 (generally)	National Grid notes the respondent's feedback.	
Norfolk 3			
11-10.4	Oppose the proposed change - Norfolk 3 (generally)	National Grid notes the respondent's feedback.	
11-10.5	Support the proposed change - Norfolk 3 (generally)	National Grid notes the respondent's feedback.	
11-10.6	Suggest the route is moved further east to go across open land to avoid non-designated ancient woodland on Brick Kiln Lane	National Grid proposed a slight change to the alignment and haul road between RG46 and RG51 which takes the alignment to the west and avoids a County Wildlife site and veteran tree. The haul road was also moved to be closer to the alignment and utilises an area of woodland which is less mature. We have also narrowed the haul road and proposed the use	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		of trackway to reduce impacts to trees in the woodland where possible. We are therefore not proposing a further change in this area.	
Norfolk 4			
11-10.7	Support the proposed change - Norfolk 4 (generally)	National Grid notes the respondent's feedback.	
Suffolk 1			
11-10.8	Oppose the proposed change - Suffolk 1 (generally)	National Grid notes the respondent's feedback.	
11-10.9	Support the proposed change - Suffolk 1 (generally)	National Grid notes the respondent's feedback.	
11-10.10	Criticism of consultation materials on this change (Suffolk 1)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document. These were sent to properties within the bespoke consultation zone for the relevant change. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the Targeted consultations was considered proportionate to the changes being consulted upon.	
Suffolk 2			
11-10.11	Oppose the proposed change - Suffolk 2 (generally)	National Grid notes the respondent's feedback.	
11-10.12	Support the proposed change - Suffolk 2 (generally)	National Grid notes the respondent's feedback.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Suffolk 3			
11-10.13	Support the proposed change - Suffolk 3 (generally)	National Grid notes the respondent's feedback.	
Suffolk 4			
11-10.14	Support the proposed change - Suffolk 4 (generally)	National Grid notes the respondent's feedback.	
Suffolk 5			
11-10.15	Support the proposed change - Suffolk 5 (generally)	National Grid notes the respondent's feedback.	
Suffolk 6			
11-10.16	Oppose the proposed change - Suffolk 6 (generally)	National Grid notes the respondent's feedback.	
11-10.17	Support the proposed change - Suffolk 6 (generally)	National Grid notes the respondent's feedback.	
11-10.18	Suggest the underground cable corridor route is returned to the previous route and exit west from the compound sealing end which must be sufficiently screened to mitigate harm to the setting of the Little Wenham Hall Estate (shown in blue as per the respondent's plan)	National Grid notes the respondent's feedback. The previous change resulting in the underground cables passing to the east of Wenham Grove allows for more extensive screening of the Cable Sealing End (CSE) compound through more effective planting. The change lessens the impact on agricultural activity by reducing the number of fields affected by construction, compared to the previous proposal. It would also include moving the underground cabling at the south- east of Raydon to reduce effects on residential properties, we are therefore not proposing to move the underground cable route back to the west. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA includes an assessment on both landscape character and visual amenity and sets	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		out the potential landscape and visual effects of the Project, including consideration of mitigation and screening of Cable Sealing End (CSE) compounds. The LVIA is presented in the Environmental Statement (ES) Chapter 13: Landscape and Visual (document reference 6.13). National Grid has worked to minimise potential impacts on the historic environment and its setting, through strategic routeing and siting measures. Statutory consultation feedback and the results of archaeological fieldwork have been used to inform design development to reduce impacts to archaeological remains in this area as far as practicable. It has been concluded that the proposed change would move the underground cabling works closer to the complex of designated assets at Little Wenham including the Grade I Wenham Castle (Little Wenham Hall) (1033405), although this would be at sufficient distance that the proposed change would be unlikely to change the effect. The assessment concludes that the setting of this asset does not extend to the Order Limits, so, there would be no potential for impact resulting from the Project.	
11-10.19	Request that overhead pylons are routed to the north of Brimlin Wood to provide additional screening from the assets at Little Wenham Hall, remove the need for the angle pylon north of Little Wenham and mitigate harm to a nationally significant scheduled monument (shown in yellow as per the respondent's plan)	National Grid has considered a wide range of alternatives for routeing in this location including routeing to the north of Brimlin Wood but starts by establishing if there is a policy-based imperative for a change. With the pylon separation having been previously increased to around 1500 m it is not considered that any remaining effects on the heritage assets around Little Wenham justify the transfer of effects to other receptors. In particular routeing to the north of Brimlin Woods would move the alignment to require routeing between for example Charit Farm and The Birches where there is around a 150 m gap between properties. On this basis we do not consider that change is required.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
Essex 1			
11-10.20	Oppose the proposed change - Essex 1 (generally)	National Grid notes the respondent's feedback.	
11-10.21	Support the proposed change - Essex 1 (generally)	National Grid notes the respondent's feedback.	
11-10.22	Concern about the impact of the wide band of trenched cables running across parcel 5200 on access to the respondent's property / Suggest that National Grid evaluates the possibility of reinstating the 'split corridor arrangement' at parcel 5200, providing the respondent with all studies, reports and calculations on the subject of trenchless cabling versus trenched cabling across the Blackbrook Stream. Studies should include: - an evaluation of the loss of habitat, including important woodland which will be lost and can never be replaced; - the effect on wildlife, the environment and local ecology; - the potential for pollution and impact on water quality in the area; - the potential for change of water table and consequential flooding; - the feasibility of trenched cabling through the Blackbrook including the fact that the Boxted sewage works discharges into the stream; - the necessary diversion of the Blackbrook while the operation is taking place; - the fact that parcel 5200 is swampy/water-logged at its	The pylon positions have not moved relative to Rayleigh Road. It is possible that the respondent has not realised that the change removes a number of existing pylons. Rather than an arrangement of the existing 132 kV lattice pylon line alongside the new 400 kV overhead line, the change proposed is to replace the existing 132 kV connection with a short section of underground 132 kV cable. This allows the alignment to be generally moved further from the properties in Havering's Grove though the pylon immediately south of Rayleigh Road is unchanged. No change is proposed.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
	eastern end with thick growths of bullrushes and an abundance of aquatic species. National Grid must consider whether it is possible at all to install trenched cables under this area; - the considerable undulations/changes of level of the site from the land to the north of the Blackbrook to the land to the south of parcel 5200 through which runs a high pressure trunk gas main. To be clear about the undulations/changes of level of the site being parcel 5200 and the land to the north and south of it, these are (from north to south): - the hill to the north down to Blackbrook; - the Blackbrook itself; - the sharp increase in height due to parcel 5200 having had the level heightened by about 2.4 metres nearly 40 years ago for the construction of our drive; - the sharp lowering of level at the south side of parcel 5200 into the field to the south; - the high pressure gas main under the field to the south which a National Grid representative has said at one of National Grid's presentations will have to have the cables laid under it		
11-10.23	Suggest that if National Grid proceeds by way of trenched cabling, that the swathe through land parcel 5200, should be narrower than currently proposed, thereby saving a number of trees	The underground cable swathe required is calculated to ensure the 18 cables are sufficiently spaced to provide the required heat dissipation as overheating of the underground cables would lead to an inefficient power system. The typical temporary construction swathe is 120 m wide to provide the suitable work area for access, excavation and installation. This	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		is inclusive of the typical permanent cable corridor is 50.6 m wide made up of six trenches and 18 cables. The standard underground cable cross section is intended to reflect typical installation conditions. In areas where other constraints exist, the trench spacing may vary or the construction methodology may change (e.g.: use of vertical excavations rather than battered excavations). The preferred approach for this Project is to use ducting, ducting is proposed as per the typical underground cable cross section. Where spoil is unsuitable for backfill, it would be removed from site. National Grid would seek to reinstate the affected land where possible to the same state prior to any works (or a condition agreed with the landowner). Hedgerows, bushes and shrubs can be reinstated above the underground cables, but trees cannot be planted over the top or within 10 m of underground cables. Mitigation planting would be included within the Project where trees need to be removed. National Grid and their contractors would make every effort to ensure that the existing trees are minimally impacted by the works.	
11-10.24	Concern that a high-pressure gas main on nearby land to the south of land parcel 5200 will not be turned off during National Grid's operations. Suggest that National Grid must do all that is technically necessary to ensure that the operation is carried out safely	National Grid would not request an outage on the gas main unless deemed necessary by the pipeline operator.	
Essex 2			
11-10.25	Oppose the proposed change - Essex 2 (generally)	In addition to adhering to Regulation 15 of The Pipelines Safety Regulation 1996, National Grid would comply with the safe working requirements as	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		agreed with Cadent Gas as the asset operator when working within the vicinity of their high pressure gas main.	
11-10.26	Support the proposed change - Essex 2 (generally)	National Grid notes the respondent's feedback.	
Essex 3			
11-10.27	Support the proposed change - Essex 3 (generally)	National Grid notes the respondent's feedback.	
Essex 4			
11-10.28	Support the proposed change - Essex 4 (generally)	National Grid notes the respondent's feedback.	
11-10.29	Criticism of the consultation zone relating to this change (Essex 4)	For each targeted non-statutory consultation area (including Essex 4), National Grid developed a bespoke consultation zone to include nearby properties which are likely to be affected. These were created following the principle that each consultation zone should be appropriate and proportionate in relation to the type and potential impact of the change.	
Essex 5			
11-10.30	Oppose the proposed change - Essex 5 (generally)	National Grid notes the respondent's feedback.	
11-10.31	Support the proposed change - Essex 5 (generally)	National Grid notes the respondent's feedback.	
11-10.32	Criticism of consultation materials on this change (Essex 5)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet which explained why the change had been taken forwards and Environmental Implication of Change (EIC) document which includes information on the potential ecological impacts of the proposed change alongside flooding and proposed	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		mitigations. These were sent to properties within the bespoke consultation zone for the relevant change. More information on how we defined the consultation zones is available in this Consultation Report. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the Targeted consultations was considered proportionate to the changes being consulted upon. We believe that all the relevant information required for the public to make informed decisions was available and do not believe that this impacted the feedback we received.	
Essex 6			
11-10.33	Support the proposed change - Essex 6 (generally)	National Grid notes the respondent's feedback.	
Essex 7			
11-10.34	Support the proposed change - Essex 7 (generally)	National Grid notes the respondent's feedback.	
Essex 8			
11-10.35	Oppose the proposed change - Essex 8 (generally)	National Grid notes the respondent's feedback.	
11-10.36	Support the proposed change - Essex 8 (generally)	National Grid notes the respondent's feedback.	
11-10.37	Suggest underground cables are used at The Waltham Gap or use the original alternative route to the north-west of The Walthams, bypassing the Walthams and the area around Writtle to avoid impact on the Chelmer Valley	National Grid has carefully considered the feedback proposing the use of underground cable along the route, the alternatives available, and other relevant considerations. These include our duties and obligations under various legislation encompassing consideration of cost, environment, socio-economic and engineering factors. National Policy Statement (NPS) EN-5 makes clear (paragraph 2.9.20) that the government's position is *'that*	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty (AONB))'. Where no such designations are present, nor is the area within the setting of such a designated area which may have engaged NPS EN-1 (paragraph 5.10.34) to also consider whether the use of underground cable was justified, the starting presumption for the Project in most locations across the Project is an overhead line. In line with the policy in EN-5 (paragraphs 2.9.14 and 2.9.23) we have also considered (i) whether an overhead line in certain locations would likely result in particularly significant landscape and visual impacts (such that due consideration should be given to the costs and benefits of feasible alternatives to the overhead line: paragraph 2.9.14); and (ii) whether there is a high potential for widespread and significant adverse landscape and/or visual impacts (such that the case for undergrounding must be considered in accordance with paragraphs 2.9.24 and 2.9.25). A Landscape and Visual Impact Assessment (LVIA) has been undertaken which assesses the likely significant landscape and visual effects from the Project. Whilst this assessment concludes that the introduction of an overhead line may give rise to significant adverse effects (in environmental impact terms), we do not consider the Project at the Walthams would meet the thresholds established by paragraphs 2.9.14 and 2.9.23 of Policy EN-5. The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13) and this has identified any need for additional mitigation.	
11-10.38	Suggest the proposed position of pylon TB141 is changed to the 2024 proposed position or placed at an	National Grid has considered pylon type and localised alignment and pylon position variations responding to feedback from Historic England and other	X

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
	equidistant position from the respondent's property and Larks Lane due to increased impacts on heritage, conservation zones, visual amenity, footpaths, wildlife and the view of non-listed heritage asset Windmill House	stakeholders. This includes the stakeholder feedback in this case to re-position TB141 to that presented in 2024 or equidistant between the respondent's property and Lark's Lane. This change is considered in a wider context that includes considering that T pylons are not an appropriate design selection, compared with low height lattice pylons. We do however consider that a low height lattice pylon will be beneficial for a section of the route north of the River Chelmer. As part of this refinement, the alignment has been adjusted in response to protected species and a number of veteran trees, To the south of the river we have considered feedback on arrangements including standard lattice pylons (requires two pylons) as well as arrangements with low height lattice pylons (which requires three pylons). The latter positions a pylon close to Chelmsford Road and a relatively direct view from the property raised by the respondent and for these reasons is less preferred. The Project, subject to confirming certain technical details, will progress using the defined Limits of Deviation (LoD) with the use of two standard pylons between TB143 and the river with four low height pylons to the north of the river in place of three low height pylons shown on the works plans.	
11-10.39	Concern that the change in position of pylon TB140 (previously pylon TB139) closer to the River Chelmer will require trees along the riverbank to be removed damaging the river habitat, increasing flood risk and damage to crops and wildlife	National Grid notes the respondent's feedback. No construction works are expected up to the riverbank. The requirement for tree management of some form occurs with any of the Project alignments where they would cross the watercourse. This would be expected to be greater for a low height pylon than if one or both pylons were the standard lattice pylon as a result of the wider cross arm width of the low height pylon. Following the feedback, and subject to some technical considerations, there is a preference for a change to a standard height pylon to the south of the river which would reduce the vegetation loss somewhat, the method of	X

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		management would be developed to reduce the potential for effects, and we would not expect this to lead to the types of damage referred to.	
11-10.40	Concern about the lack of natural screening for the new pylon alignment for pylons TB135 to pylon TB143	The pylon alignment from TB135 to TB143 crosses between Great Waltham and Little Waltham, to the east of Langley's Registered Park and Garden. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the Environmental Impact Assessment (EIA). The LVIA sets out the potential landscape and visual effects, including consideration of visual amenity of people in and around settlements such as Little Waltham and Great Waltham, and also impacts on landscape character. The approach to the LVIA follows professional guidance as set out in Environmental Statement (ES) Appendix 6.13: Landscape and Visual Methodology (document reference 6.13.A1), which includes the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3). The LVIA is presented in the Environmental Statement (ES), Chapter 13: Landscape and Visual (document reference 6.13). Chapter 13 is supported by Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3). This appendix sets out the assessment for visual receptor areas (VRA) including VRA F3: Great Waltham and VRA F4: Little Waltham, which are relevant to this feedback. The assessment notes that there would be close and sometimes open views of the Project near these pylon locations (near the B1008, Chatham Hall Lane and Chelmsford Road). At greater distances from the pylons at this location, the assessment notes views are more likely to be screened or filtered due to existing strips of riparian vegetation along the watercourses, woodland strips and tree lines on the edge of the Registered Park and Garden and therefore reduce visual effects on receptors.	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		Whilst National Grid does not have direct control of the existing vegetation that would provide the screening mentioned above, much of the vegetation lies within the conservation areas of Little Waltham and Great Waltham, and within the Langleys Registered Park and Garden, both of which afford greater protection to trees and vegetation.	
11-10.41	Concerns of the safety of agricultural machinery passing beneath the wires of lower height pylons	The clearances required for a low height pylon are the same as a typical pylon. Safe systems of work are expected to be implemented by third parties whenever they are near overhead lines to protect equipment and to protect all persons and animals in the area of the lines. Third parties may refer to: HSE's specific agriculture information sheet Working safely near overhead electricity power lines AIS8. HSE general guidance HSE GS6 (and Look Up, Look Out). NGET general guidance TGN287. Statutory clearances guidance in Electricity Networks Association ENA TS 43-08. Including, but not limited to, guidance that "*irrigators, slurry guns and high-pressure hoses, or similar, should be 30m from electrical conductors.*"	
11-10.42	Suggest the removal of the proposed right of way at Bells Farm (as per respondent's plan) / Request access around the edge of the property and use existing access at TB137	National Grid notes the respondent's feedback with regards to the permanent access route at Bells Farm and also notes that the most appropriate route also varies in response to seasonal variation in land uses. As the Project progresses into the heads of terms and voluntary agreement stage there will be an opportunity to discuss and agree permanent access rights in more detail. No physical works are required for this permanent access route as part of the Project as these will not be used	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		for construction. Access may be required in the future, for maintenance and surveys and therefore National Grid will look to agree the most suitable access route at that point, taking into account the landowner and National Grid's requirements.	
11-10.43	Suggest that the numerous small, irregular shortland areas proposed along the route are used for Biodiversity Net Gain or move the area to the southern boundary of the proposed field around the base of pylon TB135, rather than the centre of the proposed field in an awkward triangular shape which takes away farmable land apart from the small area of shortland created around the base of TB135	The Environmental Area at TB135 is not proposed for specific habitat creation/enhancement for Biodiversity Net Gain (BNG) purposes. The area has been identified for other potential ecological mitigation that may be required following detailed design. Every effort will be made to remove/reduce impacts on the arable land in this area. The Project will deliver at least 10% BNG with wider environmental and societal benefits and is detailed within the Biodiversity Net Gain Report (document reference 7.1).	
Essex 9			
11-10.44	Oppose the proposed change - Essex 9 (generally)	National Grid notes the respondent's feedback.	
11-10.45	Support the proposed change - Essex 9 (generally)	National Grid notes the respondent's feedback.	
11-10.46	Criticism of consultation materials on this change (Essex 9)	National Grid notes the respondent's feedback. For each of our targeted consultations we developed an overview leaflet and Environmental Implication of Change (EIC) document. These were sent to properties within the bespoke consultation zone for the relevant change. We also published a consultation strategy and overview map. All these documents remain available on the Project website. The information provided at the targeted consultations was considered proportionate to the changes being consulted upon.	
Essex 10			

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-10.47	Oppose the proposed change - Essex 10 (generally)	National Grid notes the respondent's feedback.	
11-10.48	Support the proposed change - Essex 10 (generally)	National Grid notes the respondent's feedback.	
11-10.49	Suggest proposal is reverted to the original proposal whereby the pylon was on the other side of Rayleigh Road	The Project pylon positions have not moved relative to Rayleigh Road. It is possible that the respondent has not realised that the change removes a number of existing pylons. Rather than an arrangement of the existing 132 kV lattice pylon line alongside the new 400 kV overhead line, the change proposed is to replace the existing 132 kV connection with a short section of underground 132 kV cable. This allows the alignment to be generally moved further from the properties in Havering's Grove though the pylon immediately south of Rayleigh Road is unchanged. No change is proposed.	
Essex 11			
11-10.50	Oppose the proposed change - Essex 11 (generally)	National Grid notes the respondent's feedback.	
11-10.51	Support the proposed change - Essex 11 (generally)	National Grid notes the respondent's feedback.	
Essex 12			
11-10.52	Oppose the proposed change - Essex 12 (generally)	National Grid notes the respondent's feedback.	
11-10.53	Support the proposed change - Essex 12 (generally)	National Grid notes the respondent's feedback.	
Essex 13			

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-10.54	Oppose the proposed change - Essex 13 (generally)	National Grid notes the respondent's feedback.	
11-10.55	Support the proposed change - Essex 13 (generally)	National Grid notes the respondent's feedback.	
Thurrock 1			
11-10.56	Support the proposed change - Thurrock 1 (generally)	National Grid notes the respondent's feedback.	
Thurrock 2			
11-10.57	Support the proposed change - Thurrock 2 (generally)	National Grid notes the respondent's feedback.	
Thurrock 3			
11-10.58	Support the proposed change - Thurrock 3 (generally)	National Grid notes the respondent's feedback.	
11-10.59	Suggest that the Project is straightened and remains on the west side of Buckingham Hill Road (e.g. this would be least disruptive and more cost effective). However, if it is deemed necessary to cross onto the east side of Buckingham Hill Road, suggest that the associated haul road and crossing protection area is relocated north, onto the land where Pylon TB258 is currently situated	National Grid has considered the respondent's feedback, and we have reviewed multiple alternative alignments in this location. Due to the presence of Buckingham Hill Road landfill, which does not provide suitable ground conditions for pylon construction, we do not consider it possible to avoid a route to the east of the road. We do propose to progress with an extended Order Limit to the west to retain the potential to position a pylon on the household recycling site (which may not be made ground) but this would only progress if an alternative site for such a facility comes forward in an appropriate timescale and if the recycling site is confirmed to have suitable ground conditions. The crossing protection needs to be positioned where the overhead line conductors cross the public highway and thus is subject the final positioning of the overhead line. Access to such areas is required to construct the crossing protection (scaffold).	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
11-10.60	Suggest that either the Project line is straightened between Pylons TB255 and TB258, keeping the line to the west side of Buckingham Hill Road (as this land may be landfill), or that the line is straightened between Pylons TB255 and TB258, with the pylon situated on the hardcore yard on the west side of the road to avoid encroaching upon the Thames Estuary Site of Special Scientific Interest (SSSI) notification project area (e.g. potentially removing the need for an additional pylon, offering a potential cost-saving opportunity for National Grid; to eliminate the necessity for substantial disturbance compensation payments; to remove impact from Maple Park to the north, a valued public open space that is scarce in this part of Essex; to increase the distance from the gas pipe, reducing health and safety concerns)	National Grid has considered the respondent's feedback, and we have reviewed multiple alternative alignments in this location. Due to the presence of Buckingham Hill Road landfill, which does not provide suitable ground conditions for pylon construction, we do not consider it possible to avoid a route to the east of the road. We do not consider that either the Sites of Special Scientific Interest (SSSI) possible notification, nor the use as a community space would be materially compromised by the routeing.	
11-10.61	Concern about the impact of Pylon TB257, the proposed haul road and scaffold construction area on Orsett Quarry (e.g. impacts on operational efficiency such as delays and temporary closures, ecology, future expansion of the quarry, financial implications, health and safety impacts given cumulative traffic volumes for the quarry and the Project), including impact on compound area (e.g. unable to rearrange infrastructure within the compound area to make space for National Grid traffic without significant impact)	National Grid notes the respondent's feedback but thinks there may be some confusion over pylon numbering. Pylon TB257 is located approximately 250 m north of the quarry site. Pylon TB258 was previously located within Orsett Quarry compound area. However, in response to previous feedback, this has been moved north to fall outside of the quarry. However temporary works during construction would still be required in the quarry site. Due to the angle of the crossing of Buckingham Hill Road we would need to install crossing protection (scaffold and netting) across the road with the scaffold structure positioned within the quarry site. Additionally, the area direct to the east of the quarry compound site may be needed for the stringing of overhead line conductors. As National Grid and its appointed contractors develop the detailed design and construction	

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		methodology, we would continue to engage with the quarry to reduce impacts where possible, where this is unavoidable, temporary measures or compensation would be agreed.	
11-10.62	Criticism that rejection of alternative TNS locations 4 and 5 is based on limited evidence or partly on impacts of lesser significance (e.g. the Southfields Opportunity Area which is not a preferred allocation in the Local Plan)	National Grid disagrees with the respondents view and notes that in the Design Development Report (DDR) addendum to the Thurrock 3 targeted consultation it described determinative differences that allowed decision making to progress without the need to present other comparisons which were not determinative. Alternative sites 4 and 5 were primarily considered less favoured as a result of the additional environmental effects and costs. For site 4 the site still requires connection to the existing YYJ line. This connection is at least twice the length of that proposed for the Project. It is also required for two double circuits requiring either two overhead line crossings of Orsett golf course or 36 underground cables. For site 5 the diversion requirements of the YYJ have the additional effects and costs of a Cable Sealing End (CSE) compound and underground cables from south of Orsett golf course to site 5. For these reasons we continue to consider site 3 to be preferred and no change is proposed. We have also responded to other feedback and subject to various uncertainties relating to other developments prefer a scenario B arrangement which further favours site 3 by reducing the interface with housing proposals to the same as site 5 which is at considerable additional cost. No change is proposed.	
11-10.63	Suggest proposals use underground cables or move the pylon alignment/connection to YYJ further north or east of the existing route or to the north of the LTC route	In response to feedback National Grid has considered an alternative arrangement moving the Cable Sealing End (CSE) compounds closer together onto the YYJ route with it connecting to the substation as underground cable but which incurs greater cost. This Scenario B reduces the interaction with the proposed housing and also reduces engineering risks arising from uncertainty over Lower Thames Crossing (LTC)	X

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		programme with consequent outage challenges. As some aspects require further resolution, wider order limits are taken forward but with National Grid strongly favouring the modified Scenario B alternative which would reduce the required land take. It is not feasible to move all of the modification works to the north of the LTC route as for the Project needs to configure a connection to the existing transmission network. This is facilitated by a connection from Tilbury North substation to either the existing ZB or YYJ overhead lines that are positioned to the south of the proposed LTC road.	
11-10.64	Suggest the cable sealing end is moved further north or east away from Chadwell St Mary	It is not feasible to move all of the modification works away from Chadwell St Mary or move them to the north as the Project needs to configure a connection to the existing transmission network. This is facilitated by a connection from Tilbury North substation to either the existing ZB or YYJ overhead lines that are positioned to the south of the proposed Lower Thames Crossing (LTC) road. The 2025 Design Development Report (document reference 5.15) sets out consideration of other sites. Sites 1 and 4 were further north. Site 1 cannot meet the requirements of the needs case. Site 4 is considered less favoured as a result of the additional environmental effects and costs required to make the connection to the existing YYJ line. This connection is at least twice the length of that proposed for the Project. It is also required for two double circuits requiring either two overhead line crossings of Orsett golf course or 36 underground cables. Likewise, site 5 which is slightly to the east requires the additional effects and costs of a CSE and cables from south of Orsett golf course to site 5. On this basis no change is proposed. In response to feedback National Grid has considered an alternative arrangement moving the Cable Sealing End (CSE) compounds closer together onto the YYJ route but fundamentally based around site 3 which is	X

Ref no.	Summary of matters raised	National Grid's response	Resulted in Design Change
		the arrangement proposed for the Project. This is connecting the YYJ line to the substation as underground cable. This Scenario B reduces the interaction with the proposed housing and also reduces engineering risks arising from uncertainty over LTC programme with consequent outage challenges. As some aspects require further resolution, wider order limits are taken forward but with National Grid strongly favouring the modified Scenario B alternative which would reduce the required land take.	

11.3.10 **Table 9-10** of this report provides a summary of the headline issues raised during the additional consultation and engagement period and how National Grid has considered or addressed these.

11.3.11 Ongoing engagement with PILs has been sought throughout the duration of the Project. It has facilitated two-way communication which has served to better inform individuals on the rationale behind the proposals, as well as shape them.

11.3.12 National Grid will also give due consideration to any representations from PILs after 22 August 2025 which are made before, and if appropriate, during the course of the examination.

11.4 Additional Landowner Engagement

11.4.1 In accordance with paragraph 024 of the PA2008 Pre-application stage of guidance for NSIPs (April 2024), any new PILs identified after June/July consultation mailouts have been written to separately. This letter includes details about the project, where further information can be found, how to get in touch with National Grid and to explain how there will be an opportunity to provide comments to the Planning Inspectorate (PINs) once the Development Consent Order (DCO) application has been submitted. A copy of this letter and a list of PILs identified and notified can be found in the **Appendix L** of this Report.

11.4.2 The land referencing process, carried out in accordance with the methodology within **Appendix J** of this report, was ongoing throughout the pre-application period and in recent instances diligent inquiries led to new interests being identified. New interests arose for a number of reasons such as changes in ownership or occupancy, delays from Land Registry and the ongoing responses to requests for information and site notices. National Grid will continue the land referencing process moving forward with the application and will engage with all newly identified interests throughout the DCO examination process should the DCO application be accepted to ensure that all relevant landowners understand their opportunity to participate in the examination of the application.

12. EIA Consultation

12.1 Introduction

12.1.1 The consultation required under The Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ("EIA Regulations 2017") is separate from that required under the Planning Act 2008 which is the primary focus of this report. This chapter outlines the consultation undertaken by and on behalf of National Grid to satisfy the requirements of the EIA Regulations. Documents within the ES and appendices explain in further detail how regard has been had to the comments received from the EIA scoping consultation.

12.1.2 Full details of compliance with the EIA Regulations 2017, in terms of the EIA itself, are detailed within **Section 4.6** of this report as well as within the Environmental Statement (ES) Chapter 1: Introduction (application document 6.1).

12.2 EIA Scoping

12.2.1 A Regulation 8(1)(b) (of the EIA Regulations 2017) notification was submitted to the Secretary of State for Energy Security and Net Zero (SoS) on [17 October 2022]. The letter included a request for a Scoping Opinion under Regulation 10 of the EIA Regulations 2017 and confirmed that the Applicant intended to submit a Development Consent Order (DCO) Application. A copy of this letter is contained in **Appendix D** of this report.

12.2.2 National Grid submitted a Scoping Report (SR) to the Planning Inspectorate (PINs) on 4 November 2022 in accordance with the EIA Regulations 2017. The SR was prepared in accordance with Advice Note Seven (PINs, 2020).

12.2.3 The SoS adopted the Scoping Opinion on 14 December 2022 having consulted with the relevant consultation bodies in accordance with Regulation 10(6) of the EIA Regulations 2017. The Scoping Report (document reference 6.19), Scoping Opinion (document reference 6.20), and relevant consultation bodies responses (document reference 6.5.A1) have been submitted as part of the DCO application.

12.2.4 The following consultation bodies provided responses to PINs on the SR:

- Affinity Water
- Aldham Parish Council
- Anglian Water
- Ardleigh Parish Council
- Babergh and Mid Suffolk District Council
- Barking Parish Council
- Battisford Parish Council
- Braintree District Council
- Brentwood Borough Council
- Broomfield Parish Council
- Burstall Parish Council
- Capel St Mary Parish Council
- Castle Point Borough Council
- Chelmsford City Council

- Chignal Parish Council
- Colchester City Council
- Dedham Parish Council
- East of England Ambulance Service NHS Trust
- East Suffolk Council
- Eight Ash Greem Parish Council
- Environment Agency
- Essex County Council
- Essex County Fire and Rescue Service
- Feering Parish Council
- Finningham Parish Council
- Forestry Commission
- Forncett Parish Council
- Gislingham Parish Council
- Great Horkesley Parish Council
- Great Tey Parish Council
- Great Waltham Parish Council
- Great Wenham (Magna) Parish Meeting
- Health and Safety Executive
- Heywood Parish Council
- Historic England
- Ingatestone & Fryerning Parish Council
- Ipswich Borough Council
- Langham Parish Council
- Little Bromley Parish Council
- Little Horkesley Parish Council
- Little Waltham Parish Council
- Little Wenham (Parva) Parish Meeting
- London Borough of Waltham Forest
- Marine Management Organisation
- Marks Tey Parish Council
- Medway Council
- Mendlesham Parish Council
- Mellis Parish Council
- Mid and South Essex Integrated Care Board
- Ministry of Defence
- NATS En-Route Safeguarding
- Natural England
- National Grid Gas Plc
- Norfolk County Council
- Northern Gas Networks
- Offton & Willisham Parish Council
- Raydon Parish Council
- Roxwell Parish Council
- Royal Mail
- Roydon Parish Council
- South Norfolk Council
- Stoke by Nayland Parish Council
- Stratford St Mary Parish Council
- Suffolk and North East Essex Integrated Care Board
- Suffolk County Council
- Swainsthorpe Parish Council
- Tacolneston Parish Council
- Tendring District Council
- Terling and Fairstead Parish Council

- Thurrock Council
- Transport for London
- UK Health Security Agency
- Water Management Alliance (on behalf of Norfolk Rivers IDB, Waveney Lower Yare
- and Lothingland IDB and East Suffolk IDB)
- West Bergholt Parish Council
- West Horndon Parish Council
- White Notley and Faulkbourne Parish Council
- Winfarthing Parish Council
- Wortham and Burgate Parish Council

12.3 Section 48- Planning Act 2008

12.3.1 Regulation 13 of the EIA Regulations 2017 states that where the proposed application for an order granting development consent is an application for EIA development, the Applicant must, at the same time as publishing notice of the proposed application under Section 48(1) of the PA 2008, send a copy of that notice to the consultation bodies (as defined in Regulation 3(1) of the EIA Regulations 2017) and to any person notified to the Applicant by PINs in accordance with Regulation 11(1)(c).

12.3.2 In accordance with Regulation 13, National Grid sent a Section 48 notice to the consultation bodies on 10 April 2024. The consultation was extended by a period of five weeks as detailed in **Section 3.4.1** of this report and the Section 48 notice was reissued detailing the consultation extension on 12 June 2024.

12.3.3 Copies of the notice and the letters issued are provided in **Appendix F** of this report.

12.4 Consulting on PEI

12.4.1 As per the provisions of Regulation 12(1) of the EIA Regulations 2017, the SoCC must set out (a) whether the Project is EIA development, and (b), if the Project is EIA development, how the Applicant intends to publicise and consult on the preliminary environmental information.

12.4.2 The SoCC makes clear that it was produced pursuant to Section 47(1) of the PA 2008 and Regulation 12 of the EIA Regulations 2017. It also makes clear that likely significant environmental effects of the Project will be consulted on, alongside potential environmental mitigation identified to reduce likely significant environmental effects. The SoCC states that an ES would be prepared as part of the application for development consent.

12.4.3 The SoCC further states that preliminary environmental information (in the form of a Preliminary Environmental Information Report (PEIR)) will form part of the consultation materials, stating that the full PEIR will be made available including on the project website and in paper form, and that the PEIR will also outline any limitations to the current assessments. The SoCC is therefore clear that a PEIR was to be prepared and consulted on, and how National Grid intended to publicise and consult on this document.

12.4.4 A copy of the SoCC can be found in **Appendix E** of this report. The PEIR was produced and consulted on during the statutory consultation between 10 April 2024 and 26 July 2024. The PEIR provides a snapshot of the environmental information available at the relevant time, in the case of the Project at the statutory consultation stage.

12.4.5 The role of the PEIR is to provide information reasonably required to enable members of the public (including local communities), LPAs, statutory bodies and people whose land or interests would potentially be affected to understand the likely significant environmental effects of the Project so that they may provide meaningful feedback.

12.4.6 The PEIR was available to download from the Project website, to view at the inspection locations and available on request. Significant feedback was received from stakeholders and members of the public on the content of PEIR, and the preliminary environmental information and the ongoing process of EIA more widely informed a large part of the feedback received.

12.4.7 **Section 9.6** of this report details the response to consultation feedback and has been produced to support the application for development consent and the accompanying ES under the PA 2008. It contains a summary of the consultation and engagement held with the relevant statutory consultees in relation to the respective environmental topics relevant to the EIA and how these have been considered on the Project.

13. Adequacy of Consultation

13.1.1 In accordance with the Guidance, National Grid consulted with the host and neighbouring Local Planning Authorities (LPAs) about the adequacy of consultation undertaken by National Grid, as set out in the Statement of Community Consultation (SoCC).

13.1.2 On 14 April 2025 National Grid sent a letter via email to the LPAs requesting their feedback on the adequacy of consultation, requesting receipt of this by 5 May 2025. The letter included a table which set out the commitments made in the SoCC and how National Grid had complied with them in the delivery of the statutory consultation and any subsequent consultation. The letter is available in **Appendix M** of this report.

13.1.3 On 14 April 2025 a further email was sent to the LPAs detailing an extension to the feedback deadline, due to the May Bank Holiday (5 May). The new deadline date was 6 May 2025. A copy of the email sent is available in **Appendix M** of this report.

13.1.4 The following host LPAs were consulted with on the adequacy of consultation:

- Basildon Borough Council;
- Braintree District Council;
- Brentwood Borough Council;
- Chelmsford City Council;
- Colchester City Council;
- Essex County Council;
- Mid Suffolk and Babergh District Council;
- Norfolk County Council;
- South Norfolk Council;
- Suffolk County Council;
- Tendring District Council; and
- Thurrock Council.

13.1.5 The following neighbouring LPAs were consulted with on the adequacy of consultation:

- Breckland Council;
- Broadland District Council;
- Cambridgeshire County Council;
- Castle Point Borough Council;
- Dartford Borough Council;

- East Suffolk Council;
- Ebbsfleet Development Corporation;
- Enfield Council;
- Epping Forest District Council;
- Gravesham Borough Council;
- Greater London Authority;
- Great Yarmouth Borough Council;
- Hertfordshire County Council;
- Ipswich Borough Council;
- Kent County Council;
- King's Lynn and West Norfolk Borough Council;
- Lincolnshire County Council;
- London Borough of Bexley;
- London Borough of Havering;
- London Borough of Redbridge;
- Maldon District Council;
- Medway Council;
- North Norfolk Council;
- Norwich City Council;
- Rochford District Council;
- Southend-on-Sea City Council;
- The Broads Authority;
- Waltham Forest;
- West Suffolk Council; and
- Uttlesford District Council.

13.1.6 Feedback on the adequacy of consultation undertaken by National Grid was received from all host LPAs and two neighbouring LPAs:

- Basildon Borough Council;
- Braintree District Council;
- Brentwood Borough Council;
- Chelmsford City Council;
- Colchester City Council;

- Essex County Council;
- King's Lynn and West Norfolk Borough Council (neighbouring LPA);
- London Borough of Redbridge (neighbouring LPA);
- Mid Suffolk and Babergh District Council;
- Norfolk County Council;
- South Norfolk Council;
- Suffolk County Council;
- Tendring District Council; and
- Thurrock Council.

13.1.7 **Table 13.1** of this report summarises the feedback received from LPAs with regards to National Grid's compliance with the statutory section provisions of the Planning Act (PA) 2008, namely Section 42, Section 47 and Section 48, and in accordance with the agreed SoCC. Other comments raised by LPAs are presented in **Appendix M** of this report.

13.1.8 National Grid responded to the feedback received from LPAs on the adequacy of consultation. Letters were sent on 6 June 2025 to all LPAs who had provided feedback (see paragraph 13.4.6 of this chapter). Copies of the letters are available in **Appendix M** of this report.

Table 13.1 LPA feedback with regards to National Grid's compliance with the statutory provisions of the PA 2008.

LPA	Response received (Y/N)	Comments on legislative compliance	National Grid response
Basildon Borough Council	Yes	Basildon Borough Council believed that National Grid had correctly identified the parties to be consulted, complied with their duty to consult all relevant parties and carried out consultation events in line with the SoCC.	Noted
Braintree District Council	Yes	Braintree District Council was satisfied that National Grid has complied with the duties required by Section 42, Section 47, and Section 48 of the Planning Act 2008.	Noted
Brentwood Borough Council	Yes	Brentwood Borough Council stated that it considered that National Grid had carried out sufficient pre-application	Noted

LPA	Response received (Y/N)	Comments on legislative compliance	National Grid response
		consultation in accordance with the SoCC and in line with Sections 42, 47 and 48 of the PA 2008.	
Chelmsford City Council	Yes	Chelmsford City Council said it was aware that National Grid have a duty to comply with the following sections under the Planning Act 2008 –Section 42, Section 47, Section 48. Chelmsford City Council stated it will provide a full response as to whether NG has complied with these sections of the Planning Act in its Adequacy of Consultation response to the Planning Inspectorate (PINs).	Noted
Colchester City Council	Yes	Colchester City Council stated that National Grid had carried out adequate pre-application consultation on the Project in accordance with the agreed SoCC and in line with Sections 42, 47 and 48 of the PA 2008.	Noted
Essex County Council	Yes	Essex County Council confirmed, subject to the review of the Consultation Report, that National Grid carried out sufficient pre-application consultation on the Project in accordance with the agreed SoCC and in line with Section 42, 47 and 48 of the PA 2008.	Noted
King's Lynn and West Norfolk Borough Council	Yes	King's Lynn and West Norfolk Borough Council stated it was satisfied that National Grid had met its obligations in relation to the adequacy of consultation undertaken to date.	Noted
London Borough of Redbridge	Yes	London Borough of Redbridge confirmed it had been adequately consulted to date and had not commented on the proposals as	Noted

LPA	Response received (Y/N)	Comments on legislative compliance	National Grid response
		the Project is too far away to impact them.	
Mid Suffolk and Babergh District Council	Yes	Mid Suffolk and Babergh District Council confirmed it was satisfied that consultation had been carried out in accordance with the SoCC.	Noted
Norfolk County Council	Yes	Norfolk County Council said it was content that the Norwich to Tilbury team at National Grid have met their consultation requirements for the SoCC.	Noted
South Norfolk Council	Yes	South Norfolk Council confirmed that consultations undertaken reflect the commitments set out in the SoCC as required by Section 42, 47 and 48, specifically in relation to the delivery of the SoCC.	Noted
Suffolk County Council	Yes	Suffolk County Council stated it was satisfied that National Grid had correctly identified the parties to be consulted as required by Section 42 and had complied with the duty to consult those parties. The Council stated it was satisfied that consultation was undertaken in accordance with the published SoCC and complied with duties set out in Section 47 of the PA 2008. The Council also said it had "no reason to doubt" that National Grid had published the required notices and complied with Section 48 of the PA 2008.	Noted. See National Grid's response in **Appendix M** of this report.
Tendring District Council	Yes	Tendring District Council was satisfied that the statutory duty under Section 42 had been met. It also accepted that National Grid complied with the duty to publicise the consultation under Section 48. The Council considered that while National Grid asserted it had	Noted. See National Grid's response in **Appendix M** of this report.

LPA	Response received (Y/N)	Comments on legislative compliance	National Grid response
		fulfilled its obligations under Section 47, the Council remains concerned that consultation failed to deliver effective and meaningful engagement.	
Thurrock Council	Yes	Thurrock Council agreed that the 2023 and 2024 consultations had been carried out in line with the SoCC, as described by National Grid.	Noted. See National Grid's response in **Appendix M** of this report.

13.1.9 National Grid prepared an Adequacy of Consultation Milestone (AoCM) report which detailed how statutory consultation and subsequent consultations had been caried out in accordance with the components set out in the Programme Document and the SoCC.

13.1.10 The AoCM was submitted to the PINs on 13 June 2025 and is available to view on the PINs website.

14. Conclusion

14.1 Summary of Changes

14.1.1 National Grid has adopted a multi-phased consultation approach, comprising of non-statutory consultations, statutory consultation and targeted consultation. This approach has sought consultation feedback throughout the development of the Project and on all aspects of the proposed development, enabling feedback to influence the design evolution.

14.1.2 Over the course of the consultations undertaken since 2022, numerous changes to the design were proposed by respondents through consultation feedback. Further potential changes arose as a result of ongoing environmental and engineering assessment work as the design progressed. The proposed amendments were considered by the Project team and as a result, the design evolved iteratively to include key changes as identified below:

Changes made between statutory consultation and targeted consultations:

Sustainable Drainage Systems (SuDS)/Attenuation ponds

- Surface water mapping highlighted a high risk of surface water flooding at TB113, which has therefore been moved slightly west.
- Updated surface water mapping data resulted in the movement of multiple SuDS ponds out of flood zones or surface water zones.

Ecology

- Further surveys raised a risk of impacting badger setts in various locations, now avoided by changes to the Order Limits.
- Further surveys raised a risk of impacting veteran trees in various locations, resulting in changes to the alignment, pylon positions or the Order Limits.
- Due to a risk of impacting an otter holt, the alignment and haul road have been moved south-east.
- To avoid Wortham Ling Site of Special Scientific Interest (SSSI), the construction compound near RG90 has been moved further east.

Landscape

- Landscape assessments highlighted locations on the route to protect vegetation close to residential properties, which have therefore been removed from the Order Limits to retain vegetation to retain filtered views.
- To reduce the impact on The Hare Public House, the construction compound has been relocated to the east.

UK Power Networks (UKPN) 132kV

- Updates of UKPN cable routes has allowed a reduced underground cable swathe for the 132 kV undergrounding.

Planning applications e.g. solar farms

- Various changes to alignment and Limits of Deviation to avoid impacts with other utilities and planning applications.

Heritage

- Geophysical surveys raised a risk of impacting geophysical anomalies along the alignment, resulting in changes to the alignment or temporary construction features.

Transport – Bellmouths, vis splays, Public Rights of Way (PRoW)

- Various changes to Primary Access Routes (PARs) following road safety audits.
- A change to the Order Limits has been implemented for the crossing bellmouth construction areas along the route.
- An alternative access provision Chelmsford Bypass Phase 2 has resulted in a relocation of the construction compound with an extension of the Order Limits to incorporate the roundabout with existing access.
- Various changes to visibility splays, bellmouth positions and PRoW diversions following road safety audits.

General Engineering

- Various reductions to the Order Limits to remove areas of residential property.
- Following new design criteria, a review of all drainage designs along the route have been established with new Limits of Deviation (LoD) around drainage ponds.
- A diversion of the haul road at Norwich Main Substation to remove clash with substation extension plan, by routing through the 3 m gap between the substation wall and spoil heap.
- A change to the Order Limits along the route has been implemented to allow for permanent access to underground cables.

Changes following targeted consultations from further engagement and survey work:

Hydrology

- An update to the Environment Agency (EA) Flood Zone data, a request was raised by hydrology to move the Little Wenham CSE compound out of Flood Zone 3, which has been moved slightly south.

Planning applications e.g. solar farms

- An increase to the underground cable route LoD to allow for scenario of 50 MW battery storage proposal at Lawford Substation.

Ecology

- Further surveys raised a risk of impacting badger setts in various locations, resulting in changes to the alignment and Order Limits.
- Due to a risk of impacting an otter holts in various locations, the alignment and construction access road have been realigned.
- A repositioning of the compound and laydown area in the undergrounding section north of Bramford to reduce impact on Functionally Linked Land (FLL) with respect to birds which are part of the Stour and Orwell Estuaries Special Protection Areas (SPAs) / Ramsar waterbird assemblage.

Transport – Bellmouths, vis splays, PRoW.

- A requirement for three additional crossovers in the vicinity of Raydon have been added to the design in the undergrounding cable swathe.

Lands

- A clip to the Red Line Boundary to avoid Orsett Heath Academy

14.2 Compliance with the Planning Act 2008 and EIA Regulations

14.2.1 This Consultation Report sets out the consultation activities which have been undertaken under Section 42, Section 47, Section 48 and Section 49 of the PA 2008. National Grid developed the approach to statutory consultation in line with the requirements of the Planning Act (PA) 2008 (and the APFP Regulations 2009 and EIA Regulations 2017), as well as Department for Communities and Local Government's (DCLG) Guidance and Planning Inspectorate's (PINs) Advice Note Fourteen as set out in **Chapter 4** of this report.

14.2.2 **Chapter 4** provides detail of how each requirement from the legislation, regulations, as well as the guidance and advice notes, have been met as part of this consultation. Compliance with the PA 2008 can be summarised as follows:

- Consultation was undertaken in accordance with Section 47 of the PA 2008, as identified in **Chapter 7** of this report. This included consultation on the SoCC with

local authorities, publication of the SoCC notice, making the SoCC available for inspection and undertaking consultation as set out in the SoCC;

- Consultation was undertaken in accordance with Section 42 of the PA 2008, as identified in **Chapter 8** of this report. This included consultation with all relevant consultees under Section 42(1)(a), Section 42(1)(b) and Section 42(1)(d). Section 42(1)(aa) and Section 42(1)(c) are not relevant to the Project (however, National Grid consulted the MMO and the GLA on a precautionary basis as the organisation was identified in the Scoping Opinion);
- The Secretary of State for Energy Security and Net Zero (SoS) was notified of the proposed application in accordance with Section 46 of the PA 2008, as identified in **Chapter 8** of this report;
- The EIA Regulations 2017 also include a requirement to prepare and consult on preliminary environmental information. A Preliminary Environmental Information Report (PEIR) was therefore produced for statutory consultation (undertaken between 10 April 2024 and 26 July 2024);
- The consultation was publicised in accordance with Section 48 of the PA 2008, as identified in **Chapter 8** of this report. This included the publication of the Section 48 notice in three local newspapers (East Anglian Daily Times, Eastern Daily Press and Essex Chronicle), The London Gazette and The Guardian, see **Appendix H** of this report for copies of the original and extended consultation notices. This also included notification to consultation bodies in line with the Environmental Impact Assessment (EIA) Regulations 2017;
- National Grid has complied with Section 49 of the PA 2008 by demonstrating in **Chapter 9** of this report that it has had regard to all of the responses received at statutory consultation and the comments raised;
- This Consultation Report shows how feedback received has influenced National Grid's proposal, design, analysis and methods of delivery for this major infrastructure project; and
- This Consultation Report has been prepared in fulfilment of Section 37(3)(c) of the PA 2008. This requires the Development Consent Order (DCO) application to be accompanied by a consultation report giving details of the matters specified in Section 37(7).

Abbreviations

Acronym	Definition
AAT	Airfield Advisory Team
AC Interference	Alternating Current
ACoW	Archaeological Clerk of Works
AGI	Above Ground Installation
AIA	Arboricultural Impact Assessment
AIL	Abnormal Indivisible Load
ALC	Agricultural Land Classification
AMS-OWSI	The Outline Archaeological Mitigation Strategy and Outline Written Scheme of Investigation
AONB	Area of Outstanding Natural Beauty
APFP	Applications: Prescribed Forms and Procedure
ATT	Archaeological Trial Trenching
BCT	Bat Conservation Trust
BDC	Braintree District Council
BMV	Best and most versatile
BNG	Biodiversity Net Gain
BPA	British Pipeline Association
BPM	Best Practicable Means
BS	British Standard
CA	Conservation Area
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CoCP	Code of Construction Practice
CDM	Construction, Design and Management [Regulations]
CP	Cathodic Protection
CPO	Compulsory Purchase Order

CPRSS	Corridor and Preliminary Routeing and Siting Study
CSE	Cable Sealing End
CSEC	Cable Sealing End Compound
CTMP	Construction Traffic Management Plan
CWS	County Wildlife Site
DBA	Desk-based assessment
DC	Direct Current
DCO	Development Consent Order
DNO	Distribution Network Operator
DCLG	Department of Communities and Local Government
DEFRA	Department for Environment, Food & Rural Affairs
DESNZ	Department for Energy Security and Net Zero
DHGV	Dunton Hills Garden Village
DMRB	The Design Manual for Roads and Bridges
DOL	Draft Order Limits
EACN	East Anglia Connection Node
ECC	East Coast Cluster
EGL	Eastern Green Links
EMF	Electric and Magnetic Field
EIA	Environmental Impact Assessment
EPS	European Protected Species
ES	Environmental Statement
FE	Five Estuaries
FRA	Flood Risk Assessment
GIL	Gas Insulated Line
GLA	Greater London Authority
GLVIA3	Guidelines on Landscape and Visual Impact Assessment
GCN	Great Crested Newt
GHG	Greenhouse Gas

GPA3	Good Practice Advice in Planning Note 3
GSP	Galvanized Steel Pipe
HEA	Historic Environment Assessment
HGV	Heavy Goods Vehicles
HIA	Health Impact Assessment
HIA	Heritage Impact Assessment
HDD	Horizontal Directional Drilling
HEBR	[The] Historic Environment Baseline Report
HER	Historic Environment Records
HND	Holistic Network Design
HRA	Habitats Regulations Assessment
HSE	Health and Safety Executive
HVDC	High Voltage Direct Current
IACPC	Impact Assessment and Conservation Payment Certificate
IAQM	Institute of Air Quality Management
ICCROM	International Centre for the Study of the Preservation and Restoration of Cultural Property
ICOMOS	International Council on Monuments and Sites
IEMA	Institute of Environmental Management and Assessment
IHBC	Institute of Historic Buildings Conservation
ILS	Instrument Landing System
IUCN	International Union for Conservation of Nature
LCA	Landscape Character Area
LCT	Landscape Character Type
LEMP	Landscape and Ecology Management Plan
LiDAR	Light Detection and Ranging
LIQ	Land Interest Questionnaire
LVIA	Landscape and Visual Impact Assessment
LMI	Labour Market Information

LOAEL	Lowest observed adverse effect level
LoD	Level of Development
LoD	Limits of Deviation
LoNI	Letters of No Impediment
LPA	Local Planning Authority/ies
LPP	Local Planning Policy
LRN	Local Road Network
LTC	Lower Thames Crossing
LVIA	Landscape and Visual Impact Assessment
LWS	Local Wildlife Sites
MHCLG	Ministry of Housing, Communities and Local Government
MLSOAs	Middle Layer Super Output Areas
MRN	Major Road Network
MITS	Main Interconnected Transmission System
MSA	Minerals Safeguarding Area
NCN	National Cycle Network
NCR	National Cycle Route
NDHAs	Non-designated heritage assets
NESO	National Energy System Operator
NETS	National Electricity Transmission System
NF	North Falls
NG	National Grid
NGET	National Grid Electricity Transmission
NGT	National Gas Transmission
NLS	National Library of Scotland
NPPF	National Planning Policy Framework
NPS	National Planning Statement
NPS	National Policy Statement
NRMM	Non-road mobile machinery

NSIPs	Nationally Significant Infrastructure Projects
NSRs	National Schedule of Rates
NTEM	National Trip End Model
OFGEM	Office of Gas and Electricity Markets
OHL	Overhead Line
OLEMP	Outline Landscape and Ecology Management Plan
PAR	Primary Access Routes
PA 2008	The Planning Act 2008
PAS	Portable Antiquities Scheme
PCZ	Primary Consultation Zone
PEIR	Preliminary Environmental Information Report
PiL/PIL	Person with an Interest in Land
PINS	[The] Planning Inspectorate
PRoW	Public Rights of Way
RPG	Registered Park and Garden
RVAA	Residential Visual Amenity Assessment
SAC	Special Areas of Conservation
SBIS	Suffolk Biodiversity Information Service
SCC	Suffolk County Council
SCZ	Secondary Consultation Zone
SEBs	Statutory Environmental Bodies
SoCG	Statement of Common Ground
SOR	Statement of Requirements
SoS	Secretary of State
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems
SPA	Special Protection Areas
SPD	Supplementary Planning Document
SRN	Strategic Road Network

SRP	Soils Resource Plan
SSSI	Sites of Special Scientific Interest
SQSS	Security and Quality of Supply Standard
TEMPro	Trip End Model Presentation Program
TEC	Transmission Entry Capacity
TPO	Tree Preservation Order
UKPN	UK Power Network
UNESCO	United National Educational, Scientific and Cultural Organisation
UXO	Unexploded Ordnance
VRA	Visual Receptor Area
VP	Viewpoint
WaLOR	Waveney and Little Ouse Recovery
WHIASU	Wales Health Impact Assessment Support Unit
WSI	Written Scheme of Investigation
WVA	Waveney Valley Alternative
WWA	Water Wye Associates
ZTV	Zone of Theoretical Visibility

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